







THE PHOTOMOBILE TOURIST

OREGON
WASHINGTON
IDAHO



PUBLISHERS
THE PHOTOMOBILE TOURIST COMPANY, INC.
SEATTLE, WASHINGTON

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JAN - 2 1920

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IMMENSE TREES IN SEATTLE'S CITY PARKS



The Photomobile Tourist will lead you through
many such enchanting scenes.

ANNOUNCEMENT

THE PHOTOMOBILE TOURIST blazes a new trail in the lexicography of motoring.

It does not describe every road within the three great Northwestern states, but it provides the tourist with the information he needs, covering the main routes of motor travel in Oregon, Washington and Idaho.

The road data is presented in the most interesting manner ever conceived.

The marginal pictures are faithful reproductions of

ACTUAL PHOTOGRAPHS

taken from an automobile, and represent in minute detail mile after mile of the road

AS THE DRIVER SEES IT.

The Photomobile Tourist is more than a mere road guide; it is a perpetual reminder of the run over every trip it covers, and its memoranda pages give it a cumulative personal interest as a pictorial diary.

A road guide is generally kept in the car, or the garage, but the unique character of the Photomobile Tourist will give it pride of place on the library table.



Romantic caves, echoing the boom of old Pacific's surf,
mark many a spot on the northwestern
end of the trail.

AND NOW, you nature-lovers; you open air cranks; you who are beginning to understand the care-free if deplorable independence of the hobo; you who marvel that there are so many beautiful things at your very doors you had never appreciated; you to whom the pungent ozone of piney woods or the humid tang of the surf means enjoyment beyond expression; you who thrill at the rhythmic hum of pistons and valves and cams and gears; to all you picture demons, speed fiends, Romanies of the road; to the rapidly increasing number of Americans who are beginning to appreciate America,

GREETINGS

We offer you no stereotyped road-guide for momentary perusal, nor one that after cursory inspection will find its way to the everlasting discard.

We place in your hands, and commit to your tender mercies, the first book ever published that gives you an intelligent, and at the same time an interesting description of the roads it covers.

It is usual to offer an apology of more or less questionable courtesy, with the advent of anything really novel in literature.

We make no apology for adding another unit of efficiency to the bibliography of the car.

We who have toured these routes and secured these infallible records flashed instantaneously on a film a hundred times more sensitive than the eye of the keenest Sioux, **know** the value of the Photomobile Tourist, and in passing on this knowledge to you, we are filled with the pride of satisfaction in showing the country to you AS IT IS.

This book, the outcome and embodiment of the basic idea described in detail elsewhere, will leave in your minds a sort of regret that it is the only one of its kind obtainable.

Rest easy on that score: The Photomobile Tourist System is being expanded as rapidly as possible, and next year will see the issue of several more volumes covering other territory.

It takes time to perfect an organization of ANY kind; and when that organization has to carry into effect an entirely novel idea, has to make its tools, create its system, train its forces, and enter with the fearlessness of known efficiency the most competitive market in the world, it is sound policy to "make haste slowly."

No matter how crude this first book will appear by comparison with those which even now are being compiled for next year's issue, you will always treasure this first volume as the best thing you ever had in the way of automobile literature.

Now we none of us know it all, and while we are fully determined to follow the basic idea, we welcome suggestions at all times.

If, as intelligent (we hope) motorists, we have been able to produce something to your liking, you who are using the book will probably suggest ways in which our work may be made still more attractive to you. We will appreciate very highly any suggestions you care to make, and all criticisms, no matter how caustic or how flattering.

This is an appeal for your co-operation. Tell us plainly what you think. Don't send us all the bouquets and none of the brickbats. It is your inalienable right to tell us what you think of us; live up to your privileges, and you will find us responsive.

You may or may not have joined the Photomobile Tourist Association. You should do so; not because it costs nothing, nor because, like the book itself, it is new.

The spirit of co-operation is in the air; perhaps that is why we make photography co-operate with motoring; that is perhaps why we ask your co-operation in the Photomobile Tourist Association.

* * * * *

You will travel some of the roads outlined in this book with added interest.

It may be that you will start out with a very sceptical attitude towards our work.

But it isn't how you START, it is how you FINISH the tour that interests us.

At all events, if the book does not add to your pleasure, it will not bore you with profuse data savoring of that Hun thoroughness that defeats its own ends.

No matter whether you are from the east or the west, north or south, get all the good you can from our effort. Above all, try to feel the real appreciation of the great Northwest, to live its free life, to know its open-handed hospitality and the broadness of vision of its people.

So here's a handgrasp over the miles, and may the best of good luck go with you.

PHOTOMOBILE TOURIST COMPANY,

Seattle, Washington.

How to Use the Photomobile Tourist

This is a new form of road book. Like all others, it has SOME imperfections, but UNLIKE them, it speaks all languages without interpreter, for PICTURES need no explanation.

Key Maps and Index will be found at the end of the book.

In selecting a route, look up the data in the index, then turn to the page designated, and you will find a map of the route.

This map shows just what the motorist needs to know, the general direction of the road, towns, etc., but nothing more.

Turn now to the body of the chapter, and follow the marginal pictures and notes mile after mile.

The black dots show clearly at a glance where to turn left or right or keep straight ahead. Where there are no directions, the road is so easy to follow and so impossible to lose that driving is simplicity itself.

Camping spots are shown thus: ▲

Automobile camping grounds maintained by civic bodies are shown thus: ■

After your tour, take your Photomobile Tourist into your home, for whenever you tell your friends of your trip you will want to show them your personal record of it, and the little pictures will be invaluable reminders of a host of things that would otherwise escape your memory.

“Every little picture has a meaning of its own.”



SEE AMERICA FIRST,— and SEE IT RIGHT

LET us turn for a while from the science of money-making to the art of man-making; from the amassing of wealth to the building of brawn and brain out of the materials so lavishly provided us by an indulgent nature that has given us perhaps the finest playground in the world—the great Northwest.

Every business man believes, in an abstract way, that recreation is necessary. His idea of relaxation, however, is too often a couple of hours at the ball game, which he attends after snatching a hasty and indigestible lunch at the particular quick service counter nearest his office.

Talk to him of a trip to the country in his car and he will begin laying elaborate plans for his “vacation tour.” His very enthusiasm, coupled with the thoroughness of his business methods, results in his drawing up a schedule that covers every waking moment of the whole holiday period, whether a week or a month or more. He **must** be where he can get his mail every day; he **must** be able to phone his office; he **must** make some city every evening, so that he can have comfortable hotel accommodations; and all this **must** be done with the regularity of clockwork.

Now there is some virtue in all this careful planning, but there are nineteen good and cogent arguments against it: the first of these is that it is unnecessary, and the others are itemic units of modern ingenuity applied to making the out-door life worth living.

Just as this book with its “marginal movies” has simplified road directions, so has modern constructive science reduced the trouble of extended touring to a minimum.

Motor tours are no longer a sort of hazardous “camping out”; good hotels are to be found on every route, and the refinements of auto camping are so numerous, varied and complete that the modern motorist need have no worry about the particular spot where he finds himself at sundown.

Auto Camp Grounds

You will notice in your perusal of the Photomobile Tourist, small triangles designating good camping spots, and black squares denoting camping grounds more or less improved under civic control and protection.

Within a year or two at most, that city, large or small, that has made no provision for the ever-increasing number of motorists who carry camping equipment, will be classed as lacking one of the most facile methods of declaring its stand for civic betterment.

Money spent in providing, equipping and maintaining camp ground for auto tourists may well be charged to advertising, for it is civic publicity of the highest order and of incalculable value.

These auto camping grounds are of endless variety; therein lie some of their charm.

Yakima, for example, a thriving city in the centre of a great fruit farming district, and the natural stop-over point on the Yellowstone Trail, is devoting some of its tireless energy to laying out a "rest park." The fact that shade trees are scarce is no drawback to the city engineer who, with Napoleonic indifference to the circumstance, says, "There shall be trees," and these are already planted and doing nicely, thank you. Grandview, a little city bursting with ebullient energy of civic youth and business pride, not only lays out its camp for autoists, but erects road signs whose cheering welcome greets the traveler long before he enters the town.

Olympia's notice boards on the Pacific and Olympic Highways point with justifiable pride to Priest Point Park, a spot worth visiting whether you are camping or not.

Tacoma has the inimitable Point Defiance Park, and is laying out still another one for autoists. Seattle has a dozen or so, between the rival claims of which it is difficult to choose. A friendly rivalry exists between Chehalis, with its shady camp located on the Pacific Highway, and the twin city of Centralia rejoicing in its Riverside Park.

Throughout Idaho you will find even the smallest towns vieing with their larger neighbors in civic camp grounds. Boise leads the way with a splendid city park equipped with water, electric light, electric cooking ranges, facilities for doing your laundry and washing your car.

One would expect, of course, that Spokane, the key to the Inland Empire, would "do herself proud" in catering to the tourist. And one must see Spokane to fully appreciate the thoroughness with which this branch of civic service has been handled.

And as for Oregon, no city in the Northwest can claim a better city camping ground than Ashland. Albany is negotiating for an island site in the Willamette river; Portland has several locations set aside for this good purpose, and, in fact, every live city from Mexico to the frozen shores of Hudson Bay, and from the Golden Gate to the Atlantic, is falling into line. The completeness of these city camps varies with the locality.

Nature has done a big share of the work for the favored Northwest, the addition of such conveniences as brick or rock fireplaces, free wood and water, tent floors, electric light and phone service are but elemental expressions of urban up-to-date-ness.

Camping Equipment

Every tourist knows, or thinks he knows best, the equipment best suited to his individual requirements. But there are certain essentials without which the pleasure of camping en route is impossible to enjoy.

First and foremost of these is a comfortable bed, and next comes shelter from the elements and protection from such pests as mosquitoes.

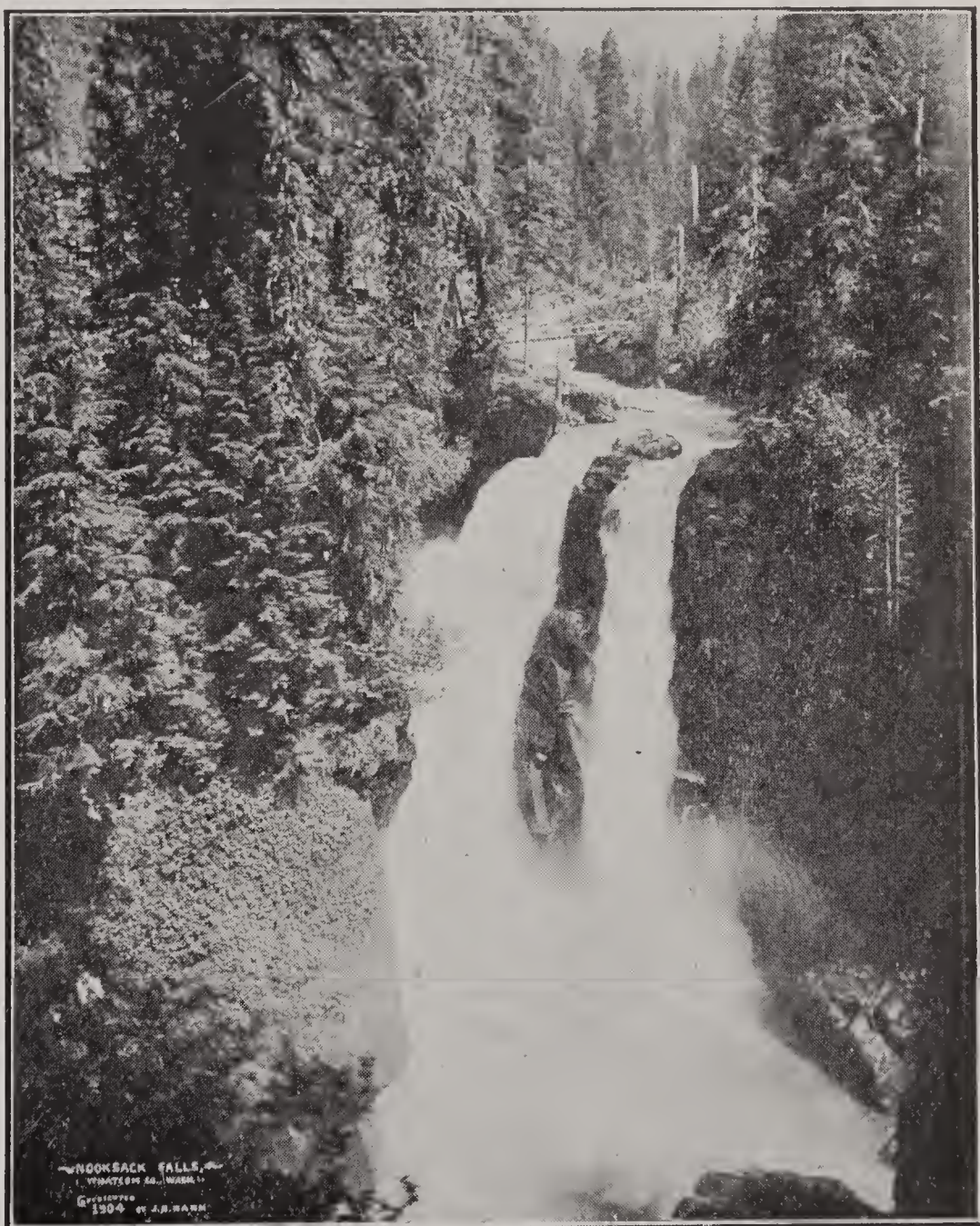
Also one must EAT, and with modern auto contrivances the menu need not consist solely of the pioneer's beans and bacon and flapjacks.

The enormous demand for portable camp beds has provided a ready market for an infinite variety of ingenious devices.

For those who like to get close to Mother Earth there are air beds, blanket rolls, sleeping bags, etc.

Others prefer being off the ground, and their wants are met by the familiar army cots, from inexpensive stretchers to rolling springs of steel.

If you care to make a Pullman berth out of your car, there are frames that fit over the seat backs and make use of the cushions. Some prefer having the back of the driving seat hinged so as to fold down into the tonneau. Others again use a very cleverly constructed spring mattress that unrolls from its resting place on the running board, and forms a completely protected full size bed and tent, the tonneau becoming a dressing room.



The Trailer

Perhaps the last word in automobile camping convenience is the Auto Trailer.

These vary in price and completeness, but generally conform to one basic design, in which the body is formed of a two-wheeled car attachable to the rear end of a car, and having resilient springs and rubber tires.

The Photomobile logging and photograph crews have used trailers in most of their extended trips, and are now confirmed enthusiasts of this form of equipment.

One word of advice may not be inopportune to those infected with the "trailomobile" bug. Insist on your trailer being completely fitted, see that it has ample space for dunnage, good beds, tent easily and rapidly handled, perfect weather protection and ventilation, and PNEUMATIC tires.

If those who have never made a tour with a trailer, or whose ignorance of its advantages has prejudiced them against it, we can but say, "Try it."

The trailer removes most of the unpleasant work of camping, and having one's own "house on wheels" that can be instantly fitted into an inviting nook in the woods, a sheltered cove on the beach, set up alongside a tempting trout stream, or in the thousand and one points of advantage that the highways of today reveal, this rounds out the day's enjoyment to the full.

In point of universal favor, the trailer idea runs parallel with the auto camp movement.

And the freemasonry of the Romanies of the roaring road is a democracy, fraternity and Americanism that has everything to commend it to every owner of a car.

A Ford will haul a trailer as easily as a big six; your Ford trailer party may be from a million-dollar home on the Hudson, or from the ranch or the store. The highway is for all the people and Nature respects no caste. A jaunt with a trailer recalls the words of the poet:

"When Adam delved and Eve span,
Who was then the gentleman?"

* * * * *



Caravans

A decade or so before the advent of the automobile, Dr. Gordon Stables, an English physician of none too robust health, abandoned his London home, and, with his wife and baby girl, took to the "gypsy" life in a horse-drawn caravan he dubbed "The Wanderer."

For over twenty years he roamed the highways and by-ways of Europe, with but little experience of hotels except in the great cities.

In spite of the outspoken misgivings of his friends, the doctor was well able to maintain his place in society, to educate his daughter and prolong his life, and "The Wanderer" was prized as much by his family after his death as if it had been a castle in Spain.

The coming of the automobile and the auto truck has given new impetus to the "caravan" method of enjoying the life of the great outdoors.

Some very elaborate motor caravans have been built to order on specifications furnished by their buyers, but the more complex the equipment, the more limited is the field of usefulness of the caravan, as a rule.

These "de luxe" outfits better befit some Oriental potentate whose love of lavish display is his natural heritage, than the American whose idea of real enjoyment is to be surrounded only with what is useful and practical.





Perhaps no state in the Union has as many varieties of real fighting trout as Washington; mountain, rainbow, steelhead make life interesting for the angler.

THE ADVERTISERS

In a publication like the Photomobile Tourist, involving a great expenditure of time and money, the generous support of the advertisers is of no little assistance.

The work is of so novel a character that it would be but natural for the firms accustomed to taking space in road books and auto guides to withhold their co-operation until a further issue.

In this, the first Photomobile Tourist ever compiled or conceived, it will be noticed that the advertising firms represent a wide variety of industries, and a clientele ranging from the modest roadside garage to the most solid financial institutions and responsible civic, county and state organizations in the Northwest.

These facts have a meaning alike to the Photomobile Tourist Company and to the motoring public making use of the book.

They prove beyond a shadow of a doubt that the basic principle underlying the Photomobile system is one of intrinsic merit; they serve to establish the Photomobile Tourist as a work being issued by a competent and responsible organization; they are particularly gratifying to us because they confirm our own unlimited confidence in the value and magnitude of the system.

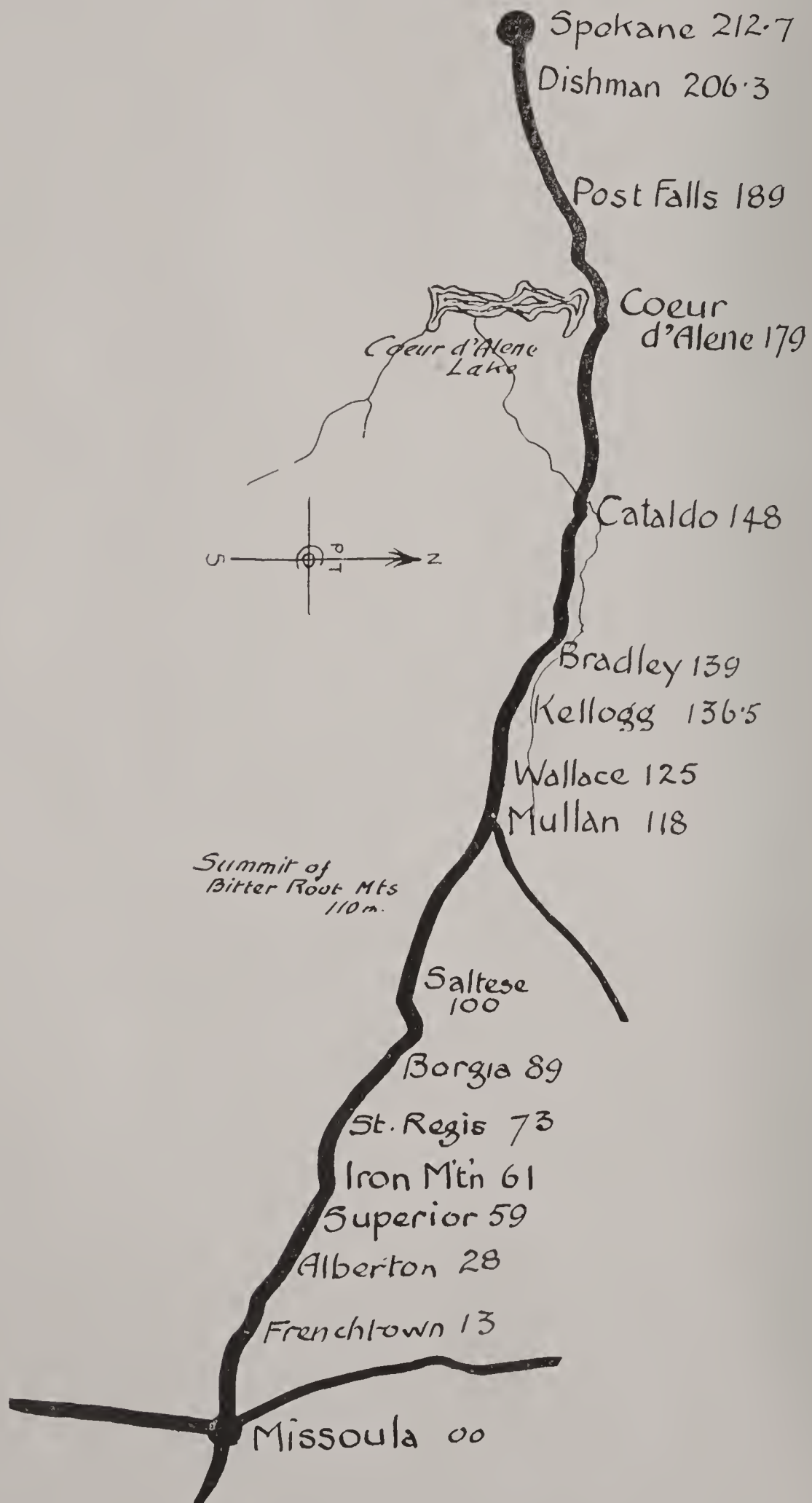
To the motorist, the message of the advertiser is that of a business friend seeking still wider acquaintance. The big open-hearted hospitality of the West is reflected in their announcements, and if the mention of the Photomobile Tourist by motoring customers and clients is productive of a tithe of the courtesy our advertising representatives have been met with everywhere, you who use this book will begin to realize that herein lies a talisman to the freemasonry of the road, and an immediate "Open Sesame" to the best that the West affords.

No matter what car you drive, you will find garages and machine shops where it can be handled with expert care. The average mechanic of the Northwest is resourceful as well as skilled and highly trained. What he has not on hand he does his best to obtain, and if he can't get it then, he MAKES it. As a rule, he is a very poor hand at making excuses. All he knows is the sententious maxim, "The Way to Do a Thing is to Do It."

So far as the data obtained from the various Chambers of Commerce and other organizations is concerned, this will form interesting reading. It is up to date as far as possible, but the cities of the Northwest are "in high gear and shootin' on six" all the time, and improvements are constantly under way that make it impossible to keep abreast of them.

Unlike some so-called roadbooks, we do not stand sponsor for the good faith of our advertisers. THEY DON'T NEED IT! They ask but one favor of our clients, "Come in and get acquainted." They believe in what they have to offer, and are accustomed to meeting people "from Missouri." They are ready to show you. The rest is up to you.

Missoula to Spokane



TO THE motorist from eastern points making the trip to the wonderland of the great Northwest for the first time, the Photomobile Tourist opens its pages at Missoula, Montana.

There is no more fitting starting point in the three states than this enterprising western city.

The splendid auto camping ground on the outskirts is only one of the open-handed welcomes you will experience here.

You will not be handed the "keys of the city" for there never were any; Missoula started in with its incorporation in 1883 to be a town worth living in, and one in which square dealing should be as potent a protection of personal liberty as straight shooting was in the mining camps of pioneer days. It has lived up to its standard.

If you are wise, you will divest yourself of the feverish haste and unreasoning hurry of the effete east, and give Missoula and its environs more than casual notice.

The fact that it can turn out 800 tons of beet sugar per day from its factory, with a trifling 1000 barrels of flour from its cereal mill in the same time, may not interest you. Its annual run of three hundred million feet of lumber may mean nothing to you, for perhaps you care nothing for these matters. You want to see something of great Nature's handiwork; you are touring for pleasure and thrills. In this case we commend you once more to Missoula as a starting point, and can wish you nothing better than the genial courtesies of the Chamber of Commerce, an organization that will go out of its way first, last and all the time to show you what Missoula stands for. You will find no camouflage in the story you will be told. Missoula doesn't need it.

The illustrations on these pages are from a very attractive booklet issued by the Chamber of Commerce, on "The City of the Five Valleys." The following data on the city is taken therefrom.

MISSOULA is the hub of western Montana and its field extends throughout a country of a radius of 100 miles. The five valleys which join in or very near this city are productive. The Bitter Root valley is famous for its apples the world over; the Blackfoot is noted for its livestock and wheat; the Flathead valley is one of the most famous diversified farming districts in all this state; the Missoula valley raises thousands of tons of hay and grains annually; the Flint Creek valley is a producer of agricultural crops of all kinds.

This is the center to which the people in these various God-blessed valleys look for their supplies and through here they get their outlet to markets.

HUNTING IS GOOD IN BITTER ROOT FORESTS



TYPICAL MOUNTAIN HUNTING LOGE - THIS ON SALMON LAKE

READY FOR
DAYS' FISHING
ON SWAN LAKE

SIX BEAUTIES



THOUSANDS OF WILD DUCKS VISIT MONTANA EACH SEASON



RESULT OF A DAYS HUNT IN BLACKFOOT VALLEY BY THESE BOYS



A GOOD TROUT STREAM NEAR MISSOULA

FISHING IN SALMON LAKE
ONE OF WESTERN MONTANA'S
SUMMER RESORTS

HUNTING AND FISHING

Missoula furnishes an excellent market close at hand and the surplus is cared for by two transcontinental railways which operate through here.

Missoula is a thriving, active, rapidly growing city of 20,000 population. Missoula has a magnificent courthouse built at a cost of \$250,000; it is one of the finest in Montana. A Federal building here cost \$175,000; Elks' temple, \$140,000; Masonic temple, \$105,000; Knights of Pythias home, \$29,000, and the Montana block, \$120,000. These are but a few of the fine buildings to be found in the business section of Missoula.

There are now approximately 1,000 farmers who come to Missoula to do their trading from the five valleys which join here. Here all who desire to purchase find the best of stores, containing all of those things which may be purchased in any city in the country. Missoula's retail merchants are up to the minute in every regard.

This city has the commission form of government of three men, a mayor and two commissioners. Western Montana is famous for its recreation spots and good hunting and fishing is to be found a few miles from Missoula. Scores of wonderful recreation spots are easily reached by electric railway. Fort Missoula, large enough to accommodate a regiment, is located here.

The Missoula Chamber of Commerce owns its own building, the only organization of its kind in the state having a really pretentious "home." Missoula is the prettiest city in Montana, the Garden City it is called, and it is a home town in all respects.

The Missoula Chamber of Commerce will gladly furnish information regarding it.

For the tourist and the artist, there is no more inviting region in the world than that which centers in Missoula; from the city there are well-kept highways leading in every direction, affording easy access to picturesque mountains, romantic valleys and interesting historic sites. The tourist can make headquarters in Missoula and spend weeks pleasantly and profitably, without duplicating his daily jaunts. For the artist there is an inexhaustible amount of material in this region; the scenery, the picturesque Indians of the Flathead reservation, the historic trails of pioneers and miners—all these are subjects for brush or for camera which few other sections of the country can duplicate. With all, Missoula's climate is delightful and dependable, at all times.



NEWPORT HOTEL

MRS. A. M. TRULY, Manager

Clean Rooms

Hot and Cold Water

A QUIET, WELL ORDERED PLACE

118 WEST FRONT STREET

MISSOULA



WEST of Missoula for 30 miles along the Hell Gate river extends the Frenchtown valley. It is an old and established community, its settlement dating from 1860, when Jesuit priests set up a mission at Frenchtown. The valley is naturally practically free from timber. The land is gently rolling. Geologists explain the openness and flatness of the whole region by saying that it was once the bottom of a huge lake.

Much of the timber wealth of Missoula's territory is embraced in the Forest Reserves, which insure its preservation and protection from wasteful handling. There are private holdings in Western Montana that run far up into billions of feet in standing timber; the pine, fir and larch of Western Montana make admirable lumber and the demand for the product of the mills of this section is always strong.

Western Montana is the timber supply house for the entire state, which in itself is a vast market. Eastern Montana has no timber; its supply comes from this end of the state for all of its building purposes. The mines of Butte consume hundreds of thousands of feet of lumber in their operation and this supply comes from Missoula and her neighbors. The growth of the state constantly increasing, furnishes a steady market for the output of these mills, which work day and night. The treeless states of the west central part of the country are beginning to draw on Montana for their lumber, now that the output of Wisconsin and Michigan is lessening. The future of the lumber industry in Montana is assured; it has been a great factor in the development of the western part of the state; it will be a more potent factor in maintaining the prosperity of this highly favored region.

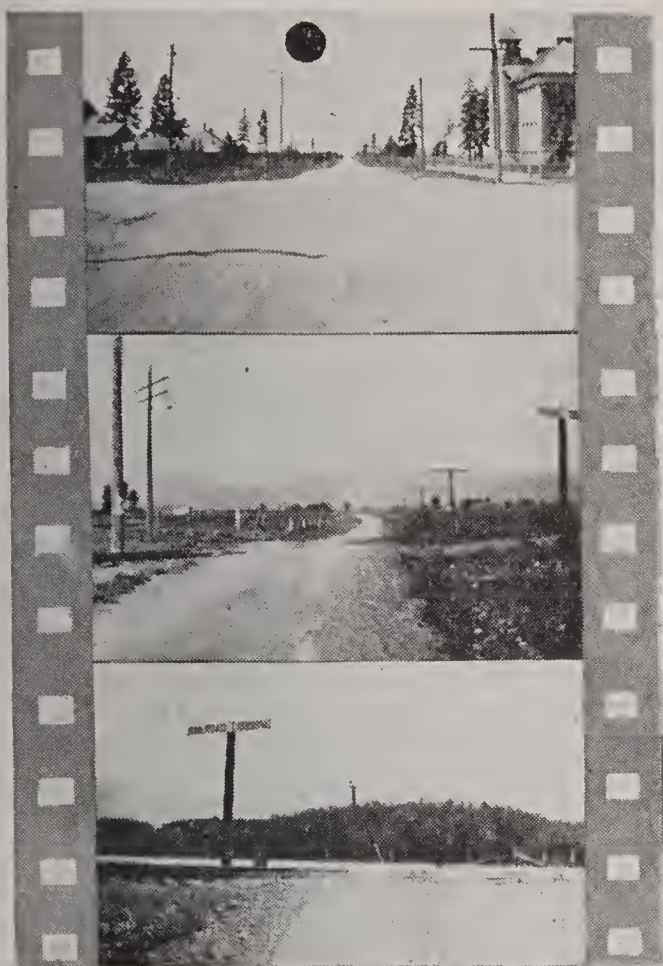
The reasonable cost of lumber in Western Montana is one of the encouraging features of the development of a farm in this section; the mingling of timber and open glade makes it possible in many instances—perhaps in most instances—for a man, taking up new land, to make enough from his standing timber to practically pay for the initial cost of his improvements. This has been the history in many instances that might be cited.

ONE of the salient idiosyncrasies of the westerner is his easy familiarity with big things. He talks of a hundred thousand bushels or acres as if he were dealing in doughnuts by the dozen; miles to him mean but little; the mining man of Wallace or Mullan will talk of the gold producing district of Salmon, 150 miles south, as "just a little piece off," or "a little ways south."

Missoula, as the centre of a rich district, considers the scenes illustrated in the pages covering this route as her own adjuncts, attributes and assets, and justly so, for none of them are more distant than "a little ways off," and in Western Montana every mile is interesting.

The Chambers of Commerce of the communities served by the Yellowstone trail have accorded their generous support in supplementing the technical pictorial work of the Photomobile Tourist Company with typical scenes from the attractive points in their vicinity. This voluntary service is as highly appreciated by us as it will be by the Photomobile Tourists themselves.





00 Straight ahead.

6 R R X

11 R R X

Missoula's theater-goers enjoy some of the best productions staged, in the Missoula Theater, a well-appointed building, adequately guarded against accident and panic. Once a week bills from the Pantages circuit are presented here. The Empress, Isis and Alcazar theaters are given over to the popular photo plays, and the Bijou theater to high-class vaudeville.

In connection with the Missoula city library is the county library. This is the second of its kind to begin operations in Montana and the first to be operated in connection with an old establishment.

NEWPORT HOTEL

MISSOULA, MONT.

Clean, Comfortable Rooms

HOT AND COLD WATER

Autoists Welcome!

MRS. A. M. TRULY, Manager

118 West Front Street



One of the historic reminders of the fortitude and unflinching purpose of the Padres, the Old Mission at Wallace, Idaho.



THROUGH all the years since the settlement of Montana began, a few farmers have been raising crops without irrigation. These crops were raised on land above the irrigation canals under what is called a dry farming system. This does not mean that the crops were raised without water, but it does mean that they were raised without the addition of irrigation water.

Commencing about 1905 homeseekers began coming to Montana more rapidly than they had formerly. These newcomers, many of them, could not find irrigated land at prices which they were prepared to pay, and they settled on the open land which had to be farmed without irrigation, or dry farmed. At the present time there is much more land dry farmed than irrigated in Montana. In 1915 there were over three-quarters of a million acres in winter wheat, all grown under the dry farming system. As many of the other crops are also grown without irrigation it is seen that there is much dry farming being carried on in Montana.



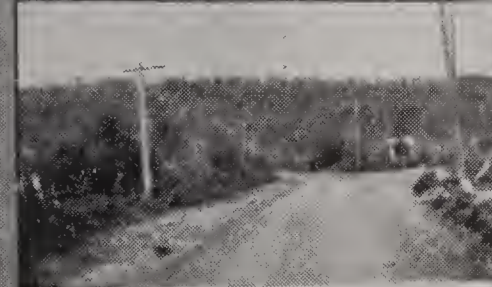
13
FRENCH-
TOWN
Oil and gas.



17.5 R R X



18.6 R R X at
Huson.
Oil and gas.



19.6 Left.



21.7 Grade.
Sharp curve
No danger.



22.6 Town of
NINE-
MILE; L
Sharp curve.
Gas, oil.



24.5 Sharp
curve.



25 R R X.
Curves.

PHOTOMOBILE TOURISTS

desirous of obtaining
photographic prints
and enlargements
of some of
the most beautiful
scenery of the
Northwest,
are advised to write
the Art Dept.,
Photomobile Tourist
Co., 1526 L. C.
Smith Building,
Seattle, Wash.

We are in close and
constant touch with the
best outdoor photographers
on the Coast,
and we will be glad to
send you the names of
those most likely to have
what you require.

Lead

Silver

The Coeur d'Alene Mines

Northern Idaho

PRODUCTION AND PROFITS

(Official Figures)

Gross Value	\$299,180,726
Net Profits	89,730,294

WALLACE

Commercial center of the Coeur d'Alene Mining District.

5,000 men employed in mines within radius of ten miles.

1,000 men employed in lumber woods tributary.

Two transcontinental railroads with branches radiating from Wallace to the mines.

Altitude above sea level, 2,750 feet. Population, 4,000.

The most modern, picturesque and progressive city in the Northwest.

In the heart of a great and growing mining district, but not a mining camp.

Splendid school system, numerous churches, public library, beautiful homes, modern hotels, large mercantile houses.

Two banks with deposits aggregating \$6,000,000.

Seven miles of paved streets.

WALLACE

THE MOST INTERESTING SPOT ON

The Yellowstone Trail

Between the Yellowstone Park and the Pacific Coast. Situated in a little basin surrounded by mighty mountains from the depths of which millions in mineral wealth have been taken to enrich the world.

Tourists desiring to make side trips will find Wallace an ideal stopping place. Good hotel accommodations. Fine camp ground in City Park with every convenience free. Good roads leading to all parts of the district, and famous trout streams easily within reach.

For information regarding mining resources, business opportunities and attractions of interest to tourists, write

HARRY C. McALLISTER, Secretary

WALLACE BOARD OF TRADE

WALLACE, IDAHO

Take the Yellowstone Trail, the Scenic and Industrial Highway,
from Coast to Coast.

Zinc

Gold



BIRDSEYE VIEW OF THE
CITY OF WALLACE



MORNING MINE, MULLAN, IDAHO

MULLAN, IDAHO

MULLAN, Idaho, whose gradual evolution from outpost of the old Mullan Trail to a thriving and enterprising city of strategic importance to tourists, miners, farmers alike, is well known throughout the Northwest, has recently organized a

COMMUNITY CLUB

for the express purpose of securing the fullest measure of civic betterment.

This Club goes after whatever needs going after, in the same spirit of persistence and thoroughness as that of the grand old pioneer whose name it bears.

Whether it be an inadequate local train service, a stretch of poor road, an adverse report from its building committee, or whatever else is not "up to snuff," the Club is handy and effective.

As a constructive organization, the Mullan Improvement Community Club will surely accomplish things, for this city has an enviable record of doing things in good shape.



The second and fourth Fridays in each month are set apart for the deliberations of the conclave, and with such a personnel as O. A. Reidel, President, and C. D. Miller, Secretary, the affairs of the Club are safe, and its aggressive campaign is assured.

TOURISTS should stop at Mullan
and get acquainted

30 Ahead.

34.5. R R X

36.9 R R X

65.2 R R X

68.5 R R X

73.3 R R X
Turn R.
just beyond.

84.7 R R X.
ST. REGIS

39
DE BORCIA
Oil and gas.

THERE ARE NO ROADS LIKE CONCRETE ROADS

ST. REGIS, MONTANA

**ST. REGIS
AUTO SUPPLY and
REPAIR SHOP**

GASOLINE, OIL, TIRES, TUBES

Repair skilfully executed.

SERVICE CAR

Phone service from all points.

Chas. H. Hoffman, Prop.

MULLAN,

IDAHO

TO THE TOURIST, HOME-SEEKER
AND THE STRANGER WITHIN
OUR GATES, THE

First National Bank

OF MULLAN

cheerfully offers the courtesy of its
unexcelled facilities for business
transactions.



J. B. WILCOX,
Cashier

W. H. CAMPBELL,
Ass't. Cashier



50

55 Through
forest.

57 R R X

58.1 R R X

63.9
SUPERIOR
Oil, Gas.
Hotel and
Store.

65 R R X

69 R R X

Concrete Roads Are the
Best Roads

SALTESE,

MONT.

BIG GENERAL STORE

We make a Specialty of
SUPPLIES

FOR MOTOR TOURISTS

Candies, Bakery Goods,
Tobaccos, Groceries,
Etc.

W. W. ADAMS, Prop.

SALTESE,

MONTANA

Baumgartner & Songstad's

POOL ROOM

Tobacco—Cigars—Candies
ICE CREAM

Soft Drinks of All Kinds

LUNCHES

KELLOGG,

IDAHO

COLLICK'S CONFECTIONERY

CIGARS, TOBACCO, ICE CREAM
SOFT DRINKS AND
CANDIES

ED. COLLICK, Prop.

SALTESE SUPPLY COMPANY

TOURISTS

can beat the High cost of Living
during a trip by stopping at this
store, laying in a supply of eat-
ables and letting the hunger-creat-
ing air of Montana do its best.

Camping spots abound on this
route.

LUEDKE BROS., Props.

SALTESE, MONT.

The United Securities Trustees

in suggesting and recommending sound and conservative investments to their clients,

Spend Their Own Money First

They spare neither time nor expense in thoroughly investigating every proposition and security offered them.

This careful analysis of possibilities is next to impossible for the investor, whose time is taken up with his everyday affairs.

The United Securities Trustees recommends no investment that has not stood the rigid test of its introspective scrutiny.

Western Office

1526 L. C. Smith Bldg.

SEATTLE, WASH.



87.2 R R X

87.5 R R X

90.4 R R X

92. R R X

99.8 R.

100.8
SALTESE,
Mont.

102.4 R R X
R R X

111.7 Good
gravel road.

WALLACE,

IDAHO

J. W. TABOR
**Stationery
Magazines**

Cigars, Tobaccos, Confectionery,

**KODAK SUPPLIES
FINISHING**

Cor. Sixth and Cedar

KELLOGG,
IDAHO
**ARCADE
POOL ROOM
AND SOFT DRINK
PARLOR**
**TOBACCO,
CIGARS,
CIGARETTES,
CANDIES**

If your car's out o' whack
And you're somewhat delayed,
Try a soothing cigar
At the Kellogg Arcade

**CLEAN and COMFORTABLE
STEWART & McLENNEN, Props.**

SPOKANE

Spokane, the largest city of the Inland Empire, is called the "City of Sunshine and Power." The extraordinary number of bright days gives the city a wonderful asset in healthfulness, and the great water power available in the river which flows through its center provides a resource whose potentialities are but vaguely realized. In addition, Spokane is so advantageously situated geographically that its jobbing trade can never be endangered through the building of another large city within 150 miles, while its importance as a railroad center must increase as the city's strategic location is the key to a great tributary territory.

Every Spokane visitor familiar with the underlying factors of city growth has declared that location, climate and resources are here combined that the upbuilding of a great metropolis here is inevitable. Those who have studied Spokane's rapid rise from a little trading post hamlet 35 years ago insist that the substantial, permanent character of this growth indicates what the future must hold.

Spokane is located on the banks of the Spokane river, in the center of the county bearing the same name, 20 miles west of the state line dividing eastern Washington from the northern Idaho panhandle. It is 350 miles east of Seattle, 375 miles northeast of Portland. It lies at the foot of the fertile Spokane valley about midway between the western range of the Rockies and the eastern range of the Cascades, the southern line of the Kootenays and the northern peaks of the Blue Mountains. The altitude is 1,891 feet above sea level. The business district and large portion of the residence section is built on a level plain on both sides of the Spokane river. The remainder of the residence section is on a series of low-lying hills.

Spokane is the commercial heart of the Inland Empire, a territory embracing 150,000 square miles. It includes all of Washington east from the Cascade mountains, the panhandle of northern Idaho, portions of Western Montana, Northeastern Oregon and Southern British Columbia.

Each year this tributary country yields one-ninth of the total wheat crop of the entire United States; one-third of the total lead output of the entire world, and it supplies lumber for buildings in all parts of the continent. The Inland Empire produces annually over \$350,000,000 in new wealth from its mines, forests, grain fields, meadows, stock ranches, orchards and general farms. With a population of 800,000 in the district, this is a production from natural resources of more than \$400 per capita.

The population of the city in 1919 has been conservatively placed at 135,000. This figure is an average based on the school census, city directory estimate, federal immigration reports, registration, county and city records. The United States government estimate in June, 1918, was 157,626, but this is generally considered too high, because it is based

115.4 R R X

117.5 R R X

119.1
MULLAN
Hotel, stores,
Oil, Gas,
Supplies,
Repairs.

120.5 R R X

121 R R X

124.6 R R X

126.4 Left.

127.4 R R X

CATALDO,

WASH.

CATALDO DEPOT STORE

28 Miles East of Coeur d'Alene

Gasoline and Oils

Pure Home-Made Ice Cream
Ice Cold Soft Drinks
Tobaccos, Cigars

C. W. MURRAY, Proprietor

CATALDO, WASH.

F. A. WILLIAMS

FORD

Sales and Service

AGENCY

807 FIRST AVENUE

SPOKANE, WASH.

Conveniently located opposite the Davenport Hotel. Largest and finest equipped Ford Garage west of Minneapolis. Special attention given to tourists' needs. Only genuine Ford parts used.

upon the unusual growth between 1900 and 1910, when the city was enjoying the most rapid increase in its population it will possibly be known. According to the federal census, there were only 36,842 people in Spokane in 1900 and the 1910 census gave the city 104,402.

Spokane is a most healthy city. Its altitude of 1,891 feet and protection by mountain ranges give unusual healthful climatic conditions. As the city has grown in population, its death rate has constantly decreased. In 1908 the death rate, based on the government estimate of population, was 13.35. A steady decline from this low figure is shown every year, with a record in 1917 of 7.3. The birth rate in 1917 was 13.2.

Charles Stewart, local forecaster for the United States Weather Bureau, says: "Not once, since the opening of the United States Weather Bureau Office (over 30 years ago) in this place, has there been an instance of loss of life or property in Spokane, caused by heat or cold or other extreme meteorological conditions.

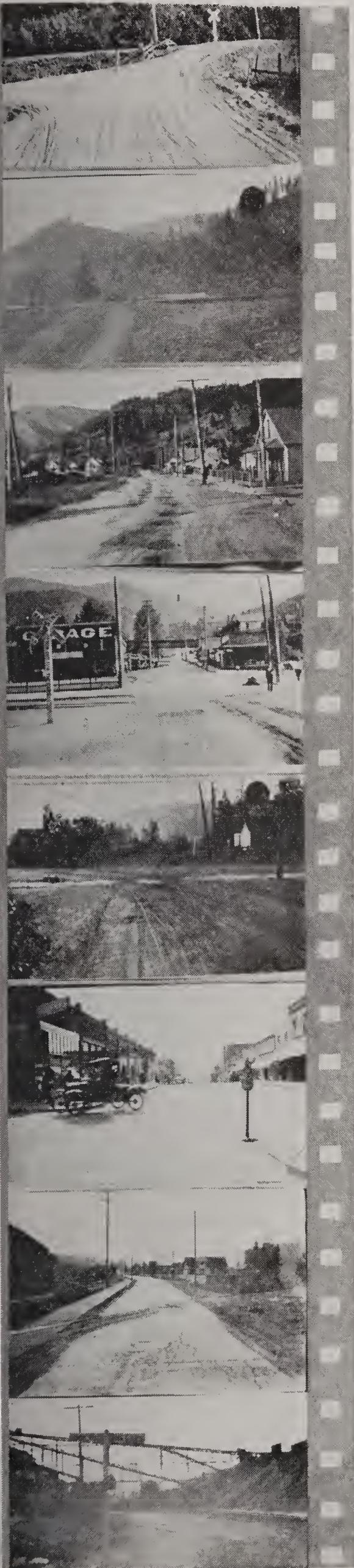
A heavy contributing feature to Spokane's healthfulness is its magnificent water supply, municipally owned. The water is taken from a series of deep wells tapping an underground flow in the valley east of the city.

The annual normal temperature is 48 degrees with a low monthly normal of 27 degrees and a high monthly normal of 69 degrees.

A tremendous water power is available along the Spokane river which has a fall of 1,280 feet in a distance of 100 miles. A great quantity of this power has already been harnessed, some of it being carried a distance of 75 miles to the Coeur d'Alene mining district, where it is used in underground operations. Estimates of the potential horsepower in the Inland Empire range from 2,000,000 to 3,000,000. The developed water power in this region is 240,000 horse power.



"MISS SPOKANE" WELCOMES YOU TO THE CAPITAL
OF THE INLAND EMPIRE



138 R R X

139 T. R.

141

141.3

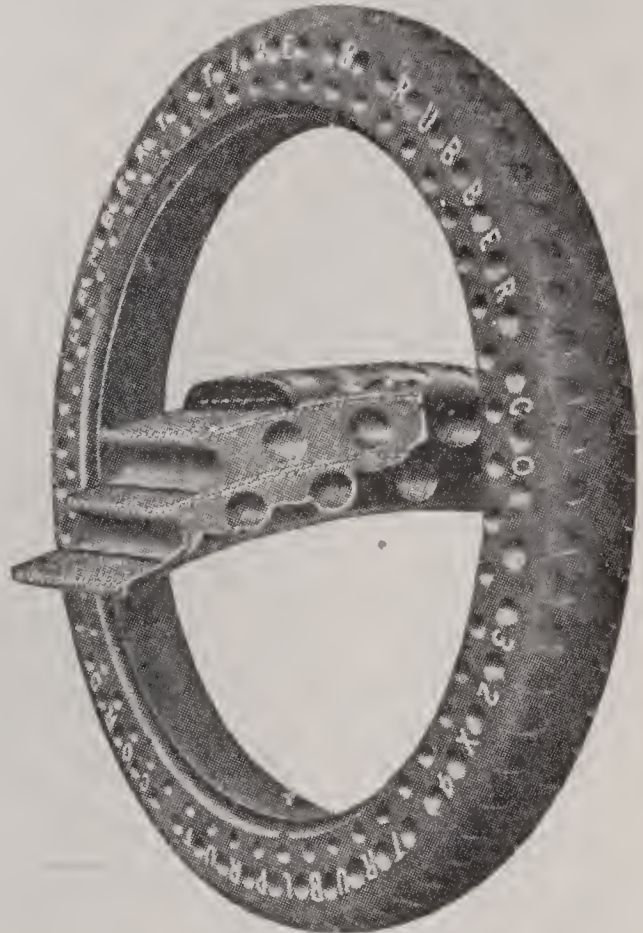
142 T. R.

143
KELLOGG

143.4 R R X

143.8 Trestle.

LAMBERT'S TRUBLPRUF CORD TIRES



NO

Punctures
Blowouts
Rim-Cuts
Valve Leakage
Extra-Casings
Extra Tubes

Pump
Repair Tools
Tire Carrier
Pressure Gauge
Loss of Time
Soiled Clothing

Profanity

EQUAL
Action

LESS
Gasoline

INCREASED
Mileage

Seattle:

509 Creary Bldg.

Spokane:

621-22 REALTY BLDG.

Everett:

2810 COLBY AVE.

SPOKANE

WASH.

SERVICE TIRE SHOP

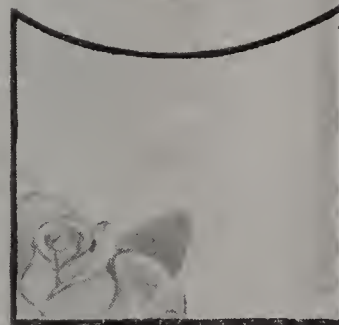
B. CAMPBELL, Prop.

New and Second Hand Tires

RETREADING and Non-Skid
Work a Specialty

ALL WORK GUARANTEED

1112 Spruce Avenue
Phone Main 3548



GLIMPSES OF SPOKANE'S CITY PLAYGROUND

This section of road leads through some of the most magnificent scenery, mountain, forest, lake and stream.



148 R R X

163

164

169

176.5 ▲

181.3
COUR
D'ALENE

SPOKANE,

WASH.

In service and equipment, comfort and cuisine, accessibility and convenience, the

HOTEL DAVENPORT

ranks with the greatest hotels in the world.

Add to this its distinctive atmosphere, its typical western cosmopolitanism, and the attention given to its individual guests, and you will cease to wonder why the

DAVENPORT

has become justly famous in every quarter of the globe.

You have not "done" Spokane until you have known the Davenport.

Much of Spokane's substantial prosperity has been caused by wealth poured in from the adjacent mining districts. The Coeur d'Alene properties alone produce over 30 per cent of the annual lead output of the world.

Virtually all the mining activities of Northern Washington, Southern British Columbia and the Idaho panhandle center in Spokane. Since being placed on a dividend-paying basis, these mines have paid back to their shareholders over one hundred million dollars. The 1917 record shows these mines paid \$12,976,822 in dividends.

Spokane is the headquarters of the Northwest Mining Association which maintains club rooms and an information bureau in the Hotel Spokane. A chapter of the American Institute of Mining Engineers is located here.

Spokane has no slums—no tenement district, but in proportion to population the city has the greatest park area of any city in the United States, 1,939 acres of land being devoted to this purpose. This makes an acre of landscaped outdoors for every 58 people. There are 43 parks and places valued at \$2,000,000, and eight playgrounds with an area of 40 acres. The park system was laid out 12 years ago, when the citizens after voting a million-dollar bond issue for outdoor recreation facilities placed the administration in the hands of a non-partisan commission of ten men.

Mountain forests, lakes and rivers vie with each other in making Spokane's appeal to the tourist and homeseeker. Within a radius of 100 miles of the city are 60 lakes, which, combined with other scenic wonders of the beautiful Inland Empire, give the Northwest the title of "The Green Summer Playground of America."

Spokane is the largest railroad center in the Pacific West, with seven transcontinental lines and twelve branches. The Northern Pacific Railway, Great Northern Railway, Oregon-Washington Railroad and Navigation Company, Spokane International Railroad, Chicago, Milwaukee & St. Paul Railway, Chicago, Burlington & Quincy Railroad, Chicago & Northwestern Railway, Spokane, Portland & Seattle Railway, Spokane Falls & Northern Railway, Idaho, Washington & Northern Railway, Spokane & Inland Empire Railway, Washington Water Power Company, and Washington Central Railway all enter the city.

During a single day 142 trains arrive or leave the city. In the construction and repair shops maintained by the steam roads 1,367 persons are employed.

SOME JUMP

The modern automobile has been put through all sorts of stunts to prove its sturdiness and dependability. Some time ago a cameraman whose services have since been acquired by the Photomobile Tourist Company, made the official motion picture film of a dare-devil leap in a stock six-cylinder car, from a running start and wedge-shaped "jump-off" board, in the principal street of San Luis Obispo, Cal. The leap was 79 feet 4 inches and in the middle of the jump the car was 8 feet from the ground.

No special preparation of the car was made except taking off the windshield, and no trace of damage was found after the event.

The car was a stock model Studebaker Seven Passenger, driven by Mr. Miller.

SPOKANE,

WASH.

When in Spokane ,
stop at the

PEDICORD HOTEL

Reasonable Rates
Comfortable Rooms

Every MODERN Convenience

178.4
Turn R.

179.1 R R X

180.1 R.

180.3

181.6

182 R.

183.7

187.3 R.



In the heart of busy Spokane. Top—Roof Garden Davenport Hotel. Below—P. O. Below—Spokane Club. Below—Old National Bank (left); Paulson Building (right).

Notice!



The Photo m o b i l e Tourist system, depending so largely for its success on photographic work, v e r y often calls for the expert services of artists outside of its own laboratory and studio.

Tourists seek i n g the best in photography are unqualifiedly recommended to visit

Martin's Studio

—“THE PICTURE CORNER”—

Photomobile Tourist Co.,
Research Dept., 1919.

190

191.5 R R X

194 Ahead.

194.5 L.

195

198.4

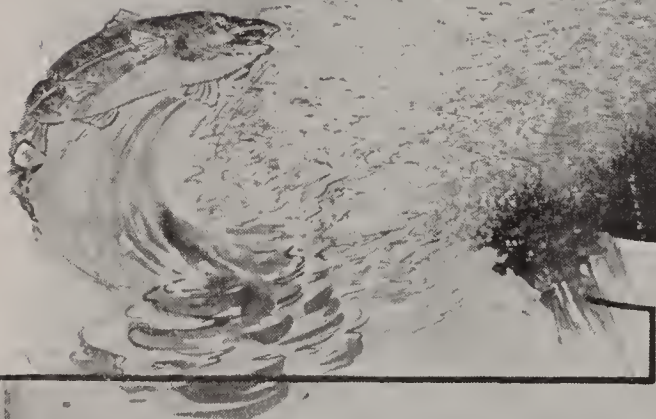
207.4

209.7
Entering
SPOKANE

WELCOME TO SPOKANE

TOURIST INFORMATION BUREAU
901 MAIN AVENUE

ENTER SPOKANE - VISIT THE BUREAU
ON EVERY FARM - VISIT THE



SPERRY FLOUR
MILL, Spokane, one of
 the most modern plants
 in the world.



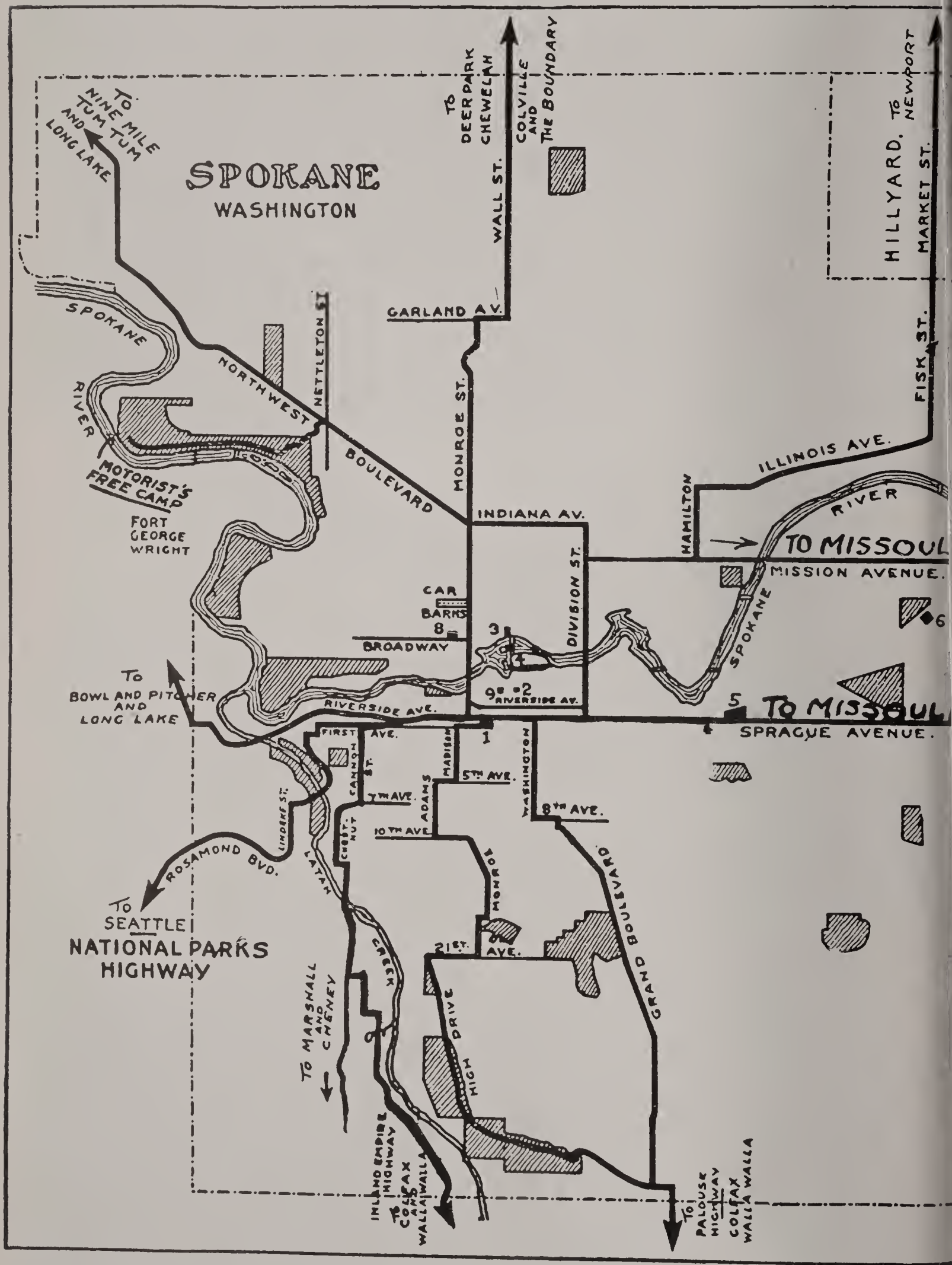
SPOKANE

On the road to the
 auto camp grounds.

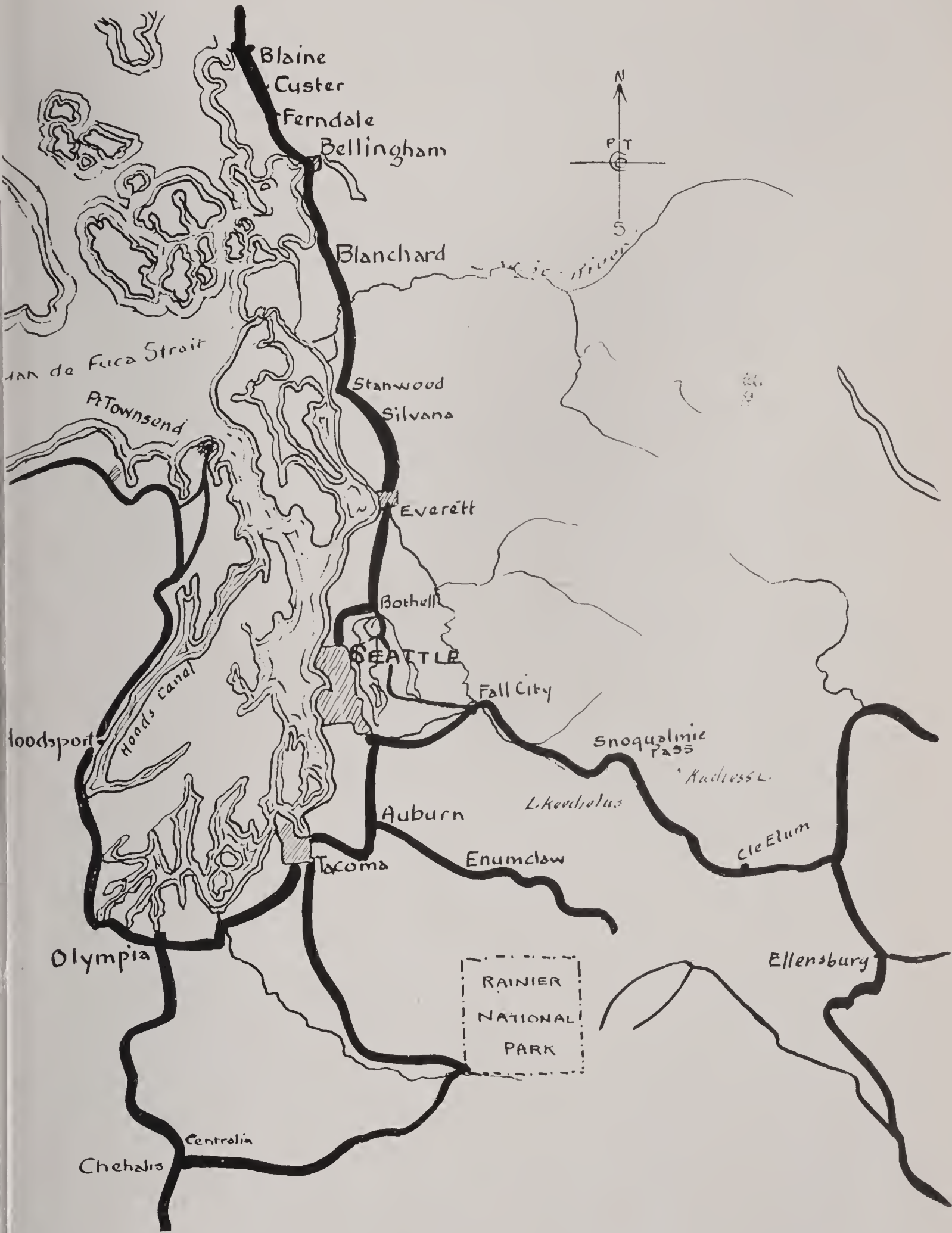
SPOKANE

Down River Tour-
 ists Camp. A splendid
 camping place fitted
 with every convenience.





ROUTES OUT OF SPOKANE



SPOKANE TO SEATTLE

Via Ellensburg or Wenatchee

LEAVING Spokane, the route we take leads over a well surfaced road in a general westerly direction, through a highly developed and prosperous section, for about five miles, to White Bluff Prairie. This is a fruit growing district, of most interesting scenic character. After passing Deep Creek, a community that for self-complacent indifference to the progress of the great outside world would be hard to beat, we enter a region where everything is done on a big scale,—a wheat-raising country that has no place for the small operator, save in branches of industry other than filling the world's bread basket. The commercial and geographical centre of this domain of the golden grain is Davenport, a thriving city whose every aspect denotes prosperity and advancement.

The Sunset Highway continues in a westerly direction through Coulee City and Waterville to Wenatchee. Tourists will be well advised, however, to turn left and take the North Central Highway to Harrington. Through Wilson Creek and the great grain belt of the Odessa district, the road leads to Adrian and Soap Lake. The waters of this lake are reputed to be efficacious in the cure of all maladies save one—love sickness. Within the past few years the medicinal properties of the waters have made Soap Lake a Mecca for the infirm of every state; advertising and some capital would enable it to make Baden-Baden a back number.

Farming and sheep raising are the main occupations of this sparsely populated but rich territory—rich where water is available, barren where dry. A project is under way which when operative will transform this section into a second Yakima Valley.

At Quincy, the road forks, one branch continuing west to Trinidad and Wenatchee, the other turning south to the valley of the Columbia, which is crossed by an excellent ferry at Vantage, the descent to the river on both banks being over an easy grade.

This very highly developed valley, of which Ellensburg is the distributing point, presents some of the most beautiful farms and orchards in the state. Ellensburg itself has been accused of unseemly wealth; without the adjective it is guilty, but any one who makes the city the stop-over point enroute to Seattle or elsewhere, will give the lie to any accusation except one of civic pride and permanent prosperity.

Ellensburg pioneers have builded well; the term "shack" has little significance except as a memory; the banks are bursting with real money, the streets are well kept, the citizens hale and robust, so why would not these Ellensburgers be content and somewhat aloof from the outside world. Ellensburg is a poor place for the stock and bond peddler; the people look askance at anything that promises them better returns than their fruit lands.



Curious
Basaltic Formation
in City Park,
Spokane

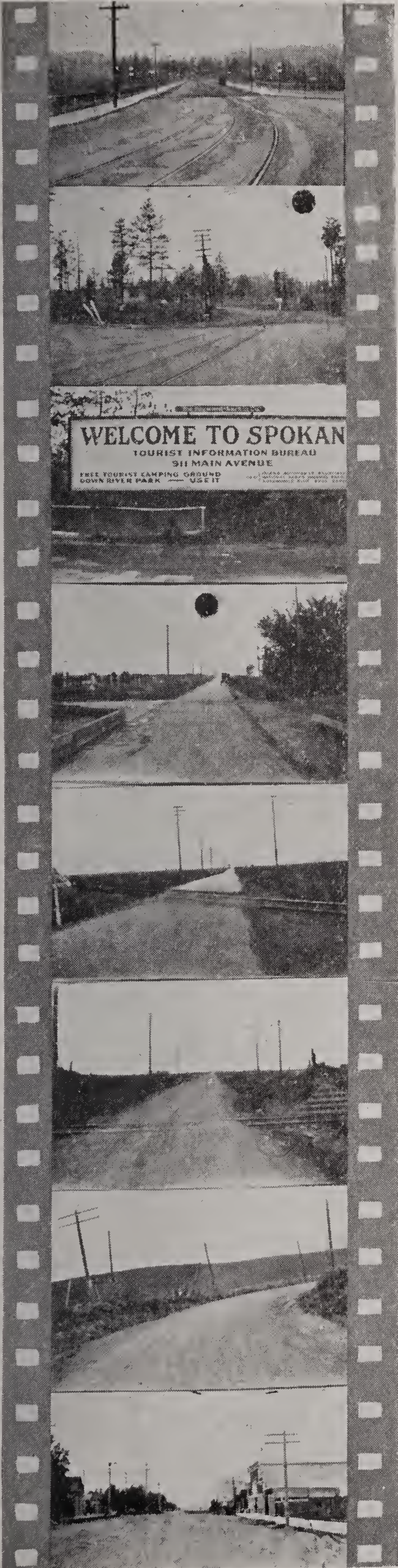
The Beautiful
Sunken Gardens
of Manitou Park,
Spokane.



New Park Section,
City of Spokane



"HOME" HAS A REAL MEANING IN SPOKANE.



2.0 Hangman
Creek.

2.3 R.
S. C.

4.0 R. at
big sign.

8.6 Ahead;
paved road.

12.6 R R X

16.9 R R X

20.6 S. C.

28.4
REARDON

SPOKANE,

WASH.

ZEIGE & LEE

FURRIERS

QUALITY FURS
Our Motto Is the One Word
“QUALITY”

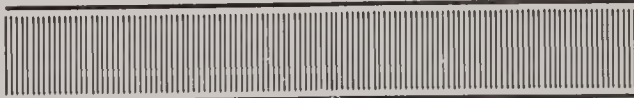
Chas. A. Zeige—A. Lee
Proprietors

603 WEST SPRAGUE AVE.



UNITED
SECURITIES
TRUSTEES,
FINANCIERS,

L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON.



SPOKANE,

WASHINGTON

If you drive a car, you
KNOW what the name

Stewart

means.

All you need learn
is that Spokane's

Stewart Products Service Station

—is at—

1131 FIRST AVENUE

L. F. OLNEY, Proprietor

SPOKANE,

WASH.

SERVICE TIRE SHOP

B. CAMPBELL, Prop.

New and Second Hand Tires

RETREADING and Non-Skid
Work a Specialty

All Work Guaranteed

1112 Sprague Avenue

Phone Main 3548

SPOKANE,

WASH.

Rickert Music and Sewing Machine Company

223 RIVERSIDE AVENUE

KOHLER & CHASE,
Line of Pianos

EDISON

Phonographs, Records and
Supplies

SINGER

Sewing Machines, Rebuilt
Machines, all makes.
Repairing.

34.8 R R X
T. L.38
DAVEN-
PORT,

38.4 L.

38.7 Ahead.
From this
point follow
North Cen-
tral Highway

39 R R X

39.3 L. and
then ahead.44.5 R.
S. C.

49. L.

HARRINGTON,

WASHINGTON

EFFICIENCY can be secured only with skilled knowledge, the proper materials and equipment, and determination to maintain the highest standard of perfection.

Every vulcanizing and tire repair job done by me is performed in a thoroughly efficient manner. I pride myself on the quality of my work.

MODERN METHOD IN VULCANIZING

Tire Satisfaction in Price and Workmanship

Goodrich Tires and Tubes

Federal Tires and Tubes

FREE AIR AND WATER
ROAD MAPS—DRIVE IN.

HARRINGTON TIRE SHOP

HARRY BROWN, Prop.

EPHRATA

When Ephrata was founded, as recently as 1906, there were many of the old residents of the locality who believed it would grow some day, in the far distant future, to be a sizable burg and a good little business centre.

Judged by eastern standards, perhaps the population it possesses at present, 750, does not mean much. But remember that Ephrata and its sister community of Odessa are in that realm where "Wheat is King," and that means in these days universal prosperity.

Life is not dull in these inland cities. Ask the citizens to tell you the colorful Indian legends, some of which have left their names as reminders of the time when the red man was monarch of all he surveyed; get them to show you their famous trout streams, or take you out duck hunting.

51.5 T. L.
S. C.

52. T. R.
S. C.

52.7
HARRING-
TON
Good road.

52.8
Harrington.

52.9 T. L.
3 S. C.'s

58.1 R.

61.6 R R X

61.9
MOHLER

CONCRETE ROADS ARE BEST ALL WAYS

ODESSA,

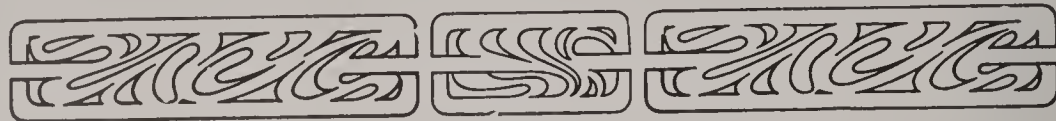
WASHINGTON

MAIN STREET GARAGE

Auto Repairing

ACCESSORIES

Tires, Gas, Oil, Grease
Quick Reliable SERVICE



UNITED SECURITIES TRUSTEES

The busy man has no time to investigate all the investments that are offered him, neither are the facilities for such introspective operations ready at his hand.

The United Securities Trustees are negotiators of and dealers in the most conservative and sound bonds, stocks, timber and mining shares, and will be glad to offer their unbiased counsel to clients.

**Western Office,
1525-26 L. C. Smith Bldg.
Seattle, Wash.**



EASTERN WASHINGTON LAKES

Spokane, Whitman, Adams and Lincoln counties almost corner on each other some fifty miles southwest of the city of Spokane, and within a radius of only a few miles numerous lakes of unusual scenic effects are to be found. Some are stocked with fish, and beckon to the angler for bass, the trouts, the transplanted sockeye salmon and the omnipresent yellow perch.

In the list of these lakes are Williams, Sprague, Fish-trap, Calvert, Chapman, Badger, Rock and Downs lakes. There are strong resemblances between them, and all are unusual in their formation. Most lakes may be described as a natural landscape basin filled with water. But these lakes are deep, narrow gorges in the basaltic rock and only partly filled with water. All these lakes lie in a direction from southwest to northeast, as if some titantic force of nature had operated from the northwest and southeast.

A casual tourist might exclaim, "What an unpleasant country I am passing through now!" But there are some nice farms in the lake section referred to, mostly situated in what must have formerly been lake beds and surrounded with stern and barren shoulders and flats of lava rock.

65.3 Ahead
through
Lomond.

66.4 T. L.

70.4 LOMOND

77.4 Double
bridge.
T. R.

81.6
ODESSA

81.8
ODESSA

82.2 R.

83.5 L.

JUST A LITTLE GOSSIP

OF MAGAZINES and other publications devoted wholly or partially to motoring matters there is a large and varied assortment.

In adding our own to the number, we have not attempted to compile a road-guide covering every by-way and trail in three states. Our purpose in publishing the Photomobile Tourist is set forth elsewhere in these pages.

The Photomobile Tourist Company has endeavored to make this work a "gossipy" record, in the firm belief that the motorist of today cares less about exceeding the speed limit between stopping places than about keeping an observant eye wide open and making such pace as he can with the least nerve strain.

In the particular run you are now making, it may be you will find a good many miles that have a weary aspect to you. But there is a potential prosperity in this region that, while it appeals not to the city-bred man, is filled with silent eloquence to the agriculturist.

The very dust you stir up during the dry season has a meaning that needs but water and minimum cultivation to express its worth in good honest dollars.

So take it easy over these long, treeless sections. Stop off at some of the ranches you pass, and ask the rancher how the world goes with him. You will soon begin to realize the goodwill and "chamaraderie" that has become the outstanding characteristic of the great Northwest.

The Photomobile Tourist is absolutely independent of any interest outside of its own; it carries no brief for any part of the country it describes, and its descriptions are as accurate as the actual contact of its technical staff with every run outlined can make them.

One fails to catch the words "hills and mountains" there; but one finds a flat land with depressions. The fertile bottoms tell of bygone lakes and we know that the land was inundated. The lava shows that it has been cooked and boiled very hard. The different layers of lava to be counted in distinct layers on the sides of the lakes show that there were many different cookings. Fishtrap Lake shows seven of these distinct layers in the perpendicular bluffs of her sides. And back a short way from the edges of the lake are to be found additional layers, the nearer portions of which have been removed by some unknown natural action. These could not have been taken away by glacial action, for no striations can be found on the faces of the basalt left behind, nor on the surface lava anywhere.

Can it be that this country was made since the glacial and ice age? The canyon-lakes could not have been gouged out by the irresistible power of a huge ice plow without showing the results of scratching. The pulling apart of nature's cheek might be evidenced by a glance at a part of the side of Badger Lake. Here the eye can note, but the camera


 86.2 Ahead.

90. Ahead.

97.7 R.
New pave-
ment.

98.7 L.

100. T. L.

100.8 R R X.
MARLIN.101.1 R R X.
MARLIN.

102.6 L. S.C.

film does not, a formation on the lake wall resembling a flower pot of lilies, with the central point of issue of the leaves of the plant, each following a curving course upward and outward until the extremities are drooping downward. It was doubtless a venthole for volcanic molten matter. But what has become of the other half of this "flower pot?" It has gone completely, as if some giant axe had cleaved it in twain and one-half had disappeared.

One finds the hexagonal basaltic column and the mass lava and the irregular columnar forms. High up on the 100-foot walls one finds holes in the should-be solid formation large enough to admit a man's body, and others which might be coyote holes. On nearly all of these lakes may be found hundreds of cliff swallows, with their mud-masoned nests clinging to the sides just beneath a jutting projection. There are tons and tons of talus fallen down to make a steep sloping side part way up the cliffs, and extending at the same angle far beneath the water; and there are places where the 100-foot perpendicular walls seem to go down as far toward the earth's center.

And usually at each end of these lakes there is a considerable area of sloping mud and stony bottom which ex-



106.9 T. R.
S. C.

107.5 R R X.
L. S.C.

108.6 L. S.C.
WILSON
CREEK

109 R R X.
S. C.

110 2 RRX's

115.1 R R X.
2 S. C.'s.

117.1
STRATFORD,
R.

tends up and out of the water forming good sized farms. Badger and William lakes lie within three miles of each other, and they run in the same direction with what must have been "draw" large enough to contain both lakes as one when the quantity of water was greater. So far as is known only surface water supplies the lakes through springtime creeks.

Large mouth bass are to be found in most of these lakes, and some have been stocked with trout. Badger

WILSON CREEK, WASH.

WILSON CREEK GARAGE

and
MACHINE SHOP

Photomobile Tourists in need of expert service for any make of car, are cordially invited to call at this Garage and tell us their worries.


REPAIRING

and all adjustments are executed by skilled mechanics.

We carry a full line of the usual accessories and supplies, and we have in stock an UNUSUAL amount of patience and painstaking care.

S. E. NICHOLS, Prop.

**CONCRETE ROADS
ARE ECONOMICAL**



122.7 2 RRX
2 S. C.'s

123.7 R R X
L. S.C.
ADRIAN

127.1 R R X

128.5 R. for
SOAP LAKE

129.9 L.
SOAP LAKE

131.2 T. R.

133.1 T. L.

136.2
Either way.

lake has the small mouth bass and the Mackinaw trout, as well as the straw bass. In the shallow ends of the lakes underwater vegetation is abundant. There are underwater ledges of rock and detached rocks which form attractive hunting grounds for the fish.

EPHRATA,

WASH.

MR. FORD OWNER

Think what this means to you! By installing a Hot Spot Manifold you can operate your Ford car or truck with 50 per cent more efficiency and a 30 to 60 per cent increase in mileage; have a cooler, smoother running, more flexible engine, eliminate carbon and spark plug troubles for the reason less fuel goes into carbon and heat — more into mileage and power.

**Make Us Prove This on
Your Car**

**Write for Our Guarantee
and Trial Offer**

There's Waste in Waiting!

A. E. DYE

Ephrata, Wash.



137
EPHRATA
Ephrata
Garage.

137.7 R.

140.3 R R X

143. R.

148.7
WINCHES-
TER

149.6 L.

Concrete Highways Are
Permanent

THOMAS HOTEL and SANITARIUM

BEN E. THOMAS, Proprietor
Soap Lake, Wash.

Forty-nine Large Rooms. Open
the Year Round. Personal Atten-
tion for All. Rates \$2.50 per Day
and Up, Including Bath and At-
tendants. Hot and Cold Water
Rooms. Special Rates By Week.

Good Table. Good Beds.
Gas Lights.

Clean and Sanitary.

NATURE'S RELIABLE
REMEDY

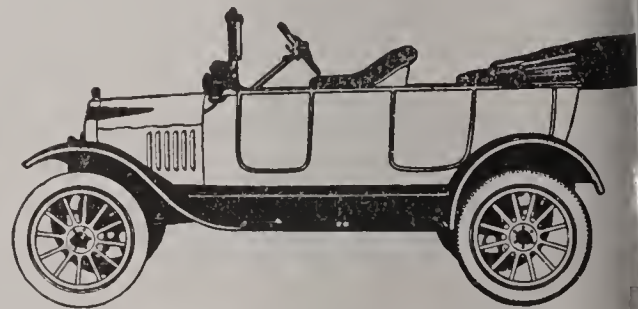
For All Kinds of Rheumatism
Stomach Trouble, Kidney, Bladder
and All Blood and Skin Diseases.
A General System Builder. The
Strongest Blood Purifier in the
World.

EPHRATA,

WASH.

EPHRATA

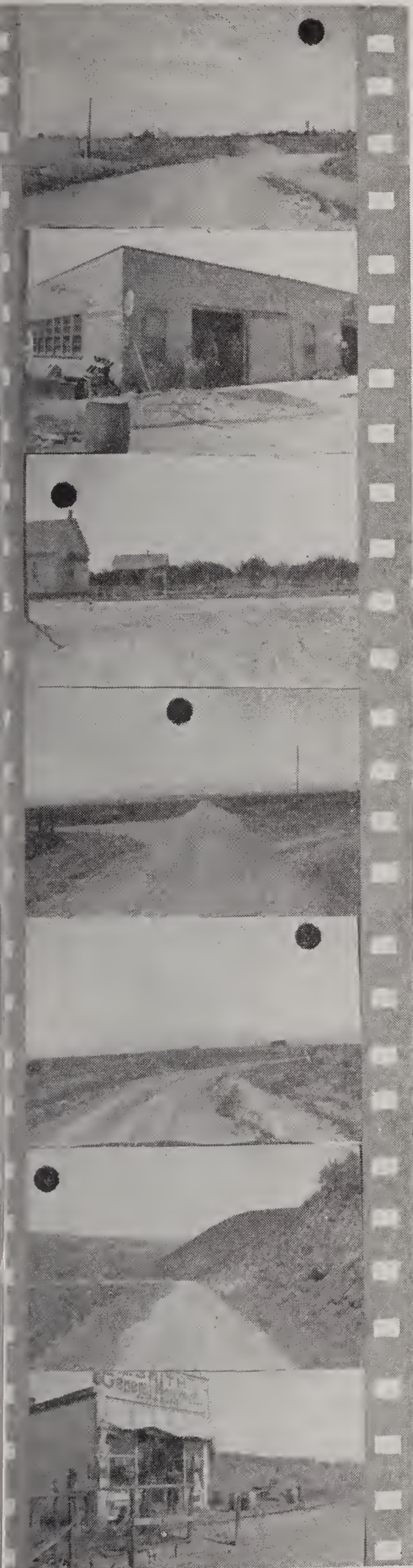
Daniel T. Cross
Jack S. Cross
Proprietors



Authorized Dealers

ACCESSORIES, SUPPLIES,
REPAIRS

No matter what's wrong with
your Ford,
No matter how cranky she is,—
Run her into our "casual ward,"
We're dandies at doctoring
"Liz."
Acting with promptness may save
trouble later,
So jam down the footbrake and
stop at Ephrata.



155.7 R. S.C.
QUINCY.
Greenlee &
Sons Garage
QUINCY.

156.1 L.

158. Ahead.

161 R. S.C.

162 L. S.C.

162. L. S.C.
Big grade.

Smith's Store,
TRINIDAD.

QUINCY,

WASH.

GREENLEE & SONS GARAGE

Well Equipped

MACHINE SHOP

GENERAL REPAIRS

No "slip-shod" mechanics can "get by" in a town like Quincy, at least not for long.

We simply HAVE to make good, and it is that kind of service we offer you.

Don't worry if your car is "acting up."

PASS THE BUCK TO US

TRINIDAD,

WASH.

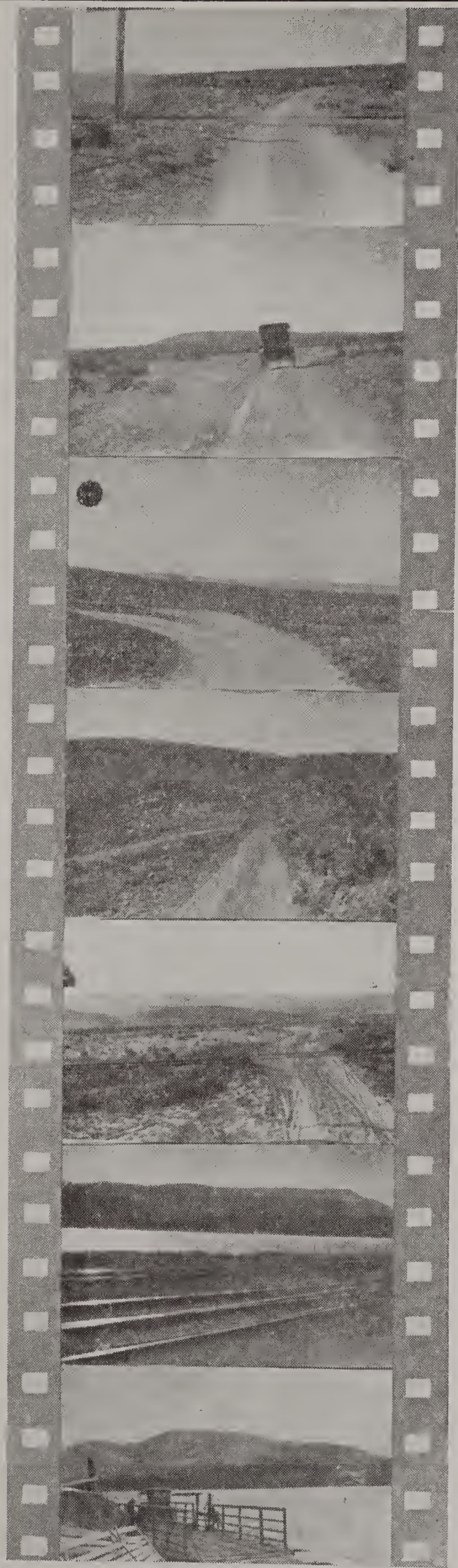
MICHAEL SMITH

General

Merchandise

Oil and Gasoline

The Modern Highway is An Example of
Road Wisdom.



Concrete Highways
Are
Good All Ways

164 R R X

165. Ahead.

166 L. S.C.

166.8
Columbia
river grade;
long and
poor.

173.4 R R X
Sandy.

176.6 R R X
Columbia
River Ferry

WENATCHEE,

WA

POLISON CAFE

Everything the market
fords for the table.



Special Attention to the
Commercial Trade

We have a reputation
Prompt and Courteous
Service

Tom Polison, Prop

WENATCHEE,

WA

UNITED STAGE LINES

Operating a system of Inter-
urban Automobile Stages be-
tween all points of the Wen-
atchee Valley and surround-
ing country.



CARS FOR RENT

We will go Anywhere
ANYTIME

Reasonable Rates and the
Most Courteous
Treatment.

Wenatchee, Washington

THE BEST, most direct, and most attractive auto route from Spokane to Seattle is via Wenatchee, Blewett Pass and Snoqualmie Pass. Spokane to Wenatchee (172 miles), one day's ride, viaavenport, Coulee City and Waterville, through the famous Big Bend wheat country, known far and wide for its famous Blue Stem wheat. At Wenatchee are excellent hotels and auto supply houses. From here, side trips to Lake Chelan, the Alps of America, to Lake Wenatchee, to a hundred wonder spots, entrancing in their freshness and natural beauty. Wenatchee to Seattle, one day's ride (176) miles). Broad, smooth, highways, through the Wenatchee Valley, beside gleaming rivers, past orchards laden with fruit, right into the heart of primeval beauty, with glorious vistas of shining peaks, wooded hills and valleys, mountain streams foaming and dashing through wonderful gorges and canyons; up the mountainside, the outlook ever broadening, ever changing, until the magnificent panorama of mountain peak on mountain peak, and mass and crevasse and cliff and precipice bursts upon the vision in one grand, awe-inspiring spectacle. Fishing abounds in nearby lakes and streams. Good hunting but a short distance from the main highway.

ONE-THIRD of the boxed apples of the United States are grown in this valley. The crop of 1918 was over 8,000,000 boxes, requiring 10,000 cars for shipping, and gave over \$13,500,000.00 to the growers.

For further information write to the WENATCHEE COMMERCIAL CLUB.



CHELAN COUNTY

CHELAN COUNTY has more good fishing streams and lakes than any other similar area in the United States. There are 600 miles of streams where good fishing can be found, besides dozens of small lakes that are well stocked with fish of many kinds. In addition to these there is Lake Chelan, which with its tributaries forms one of the greatest hunting and fishing grounds in America. Situated only 40 miles from Wenatchee, reached by railroad and navigated by fast and comfortable steamers, Lake Chelan forms one of the most delightful recreation spots in the world. It is 50 miles long, and averages less than two miles wide, winding its way among the mountains and glaciers, with many



orchard homes, summer cottages and hotels situated along its shores. Camping sites may be had from the U. S. Forest Service on Lake Chelan and tributary streams.

Lake Wenatchee and the Wenatchee River is another favorite fishing

resort. This is reached by auto road from Leavenworth and also offers great scenic beauty to the tourist and the fisherman, besides affording unsurpassed camping and fishing opportunities.

During the past few years an average of about 3,000,000 trout have hatched and planted in the lakes and streams of Chelan County, besides many thousand bass and perch, annually.

Hungarian partridges, Chinese pheasants and quail have also been released by the Fish and Game Commissioners in large numbers and they are now very plentiful. Other game birds on which there is an open season are grouse and native pheasants.

Deer may be hunted from October 1 to November 15. Bear are also very plentiful throughout the mountains.

From Wenatchee a hundred delightful camping, fishing, hunting or picnic trips may be taken, all of which may be made in one day by auto.

WENATCHEE,

WASH.

Strictly Modern
European Plan

ELMAN HOTEL

Wenatchee's Leading and
Largest Hotel

ROY O. HAGUE and J. R.
McPHAIL, Props.

The logical place
for a rest. Whether
you are bound East or
West, North or South,
stop a day. **Comfort**
assured by our well
furnished rooms and
Superior Service.

Suites with or with-
out private baths.

**Our Cafe is the fin-
est in the Wenatchee
Valley.**

Our a la carte menu is par
excellence and very
reasonable

2.2 Ahead
Leave
Wenatchee

7 L

8 R

8.4 RRX

12 RRX

13.7 R

13.9 R

16.8 R



17.2
DRYDEN
R.

18 L

19 R

19.6 L

20.2 L

21 Follow
Main Road

39.1 Summit
of Blewett
Pass.

49.5 Good
dirt road

DRYDEN, WAS.

DRYDEN MOTOR CO.'S GARAGE



This is the first garage east
of the Blewett Pass on the
SUNSET HIGHWAY

We are Agents for

**DODGE,
MAXWELL,
REO,
OAKLAND
and
CHANDLER
CARS**

We Handle

**EVERGREEN and
GOODRICH TIRES**

**Complete Line of
AUTO SUPPLIES
—and—
ACCESSORIES**

Well Equipped Machine Shop

FILTERED GASOLINE

If in trouble, phone us,

740, Cashmere Exchange



53 R at this
big sign.
Good
gravel
road.

54.2 Ahead

56.4 L

59.7 R

61 R at
Shooool.
This is the
Masterson
ranch. (C
Oil.

62 Ahead

65 Sunset
Garage
CLE ELUM

CLE ELUM,

WASH.

The Autorest

Chas. E. Hugg, Prop.

Iced Drinks

Home-made Pastry

Cigars

Ice Cream

Light Lunches

Candy

CLE ELUM,

WASH.

**SUNSET
AUTO CO.
STORAGE,**

**GAS, OIL,
SUPPLIES**

A most complete line
of Auto

ACCESSORIES

A. REES, Prop.

Concrete Highways Are Good
Community Assets

CLE ELUM, WASH.

CLUB GRILL

W. T. BURCHAM, Prop.

NEW BRICK BUILDING

Opposite N. P. Depot

ALL WHITE HELP

CLE ELUM, WASH.

UNION BAKERY

THOS. FISHER, Prop.

ALL HOME COOKED GOODS

Best Material Used

CLE ELUM, WASH.

POP CORN HOUSE

Butterkist Popcorn Hot Roasted Peanuts

SOFT DRINKS, CANDIES,

CIGARS, CIGARETTES

Between Travelers and Reed Hotels

CLE ELUM, WASH.

REED HOTEL

NAT KOPPIN, Prop.

Home-like, Clean and Quiet

GOOD MEALS—GOOD BEDS

Prices Right

Nearing
QUINCY.

QUINCY.
8.9 R. S.C.

8.8 R. S.C.

10.3 L.
Burke P. O.

12.3 R.

19.6
Columbia
river grade;
good.

21.9 Bridge
near
VANTAGE
FERRY.

Here is Van-
tage Ferry,
picture of
which has
been wrongly
placed on
page 74.

NOTE: In routing from Spokane to Seattle, we have given a choice of roads from Quincy—

- (1) Quincy to Cle Elum via Wenatchee,
- (2) Quincy to Cle Elum via Ellensburg.

On Route (2) the logging ends at Ellensburg, for the reason that the road from that point to Cle Elum is in course of re-construction, and its course will be somewhat different from the one followed at present.

It will be well to make inquiries at Quincy. Call at Greenlee's Garage for latest road data.

WENATCHEE, WASH.

W. C. IRWIN, President
J. E. FERGUSON, Sec'y

THE IRWIN - FERGUSON AGENCY, INC.

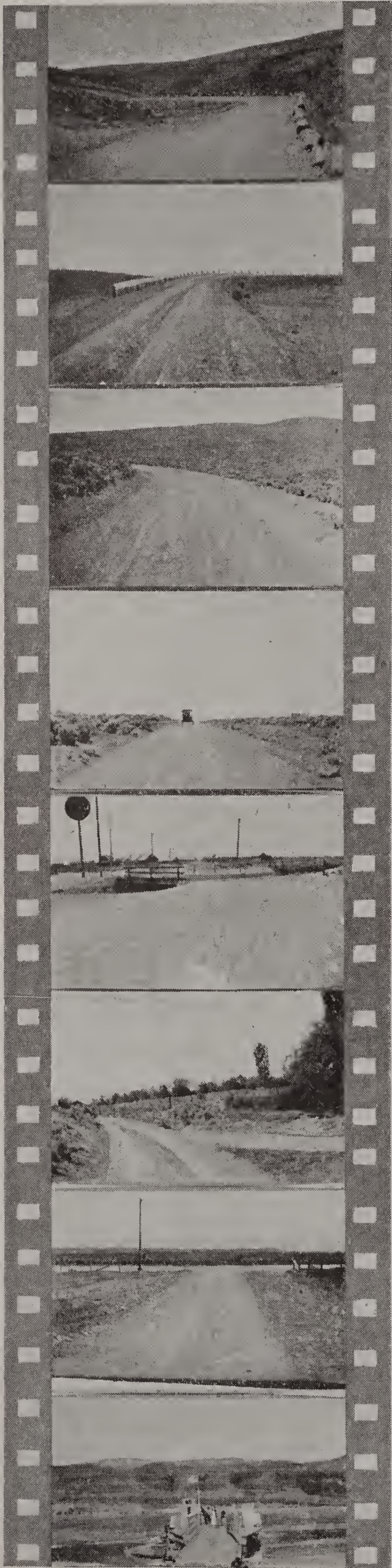


Life
Accident
and Health

Fire
Liability
Automobile

INSURANCE SURETY BONDS

Wenatchee, Washington



28.8 Going up
Columbia
grade;
very good.

29.1 S. C. R.

32.6 S. C. L.

35.6 Top of
grade.

45.9
S. C. to L.

46.1

46.8 R.

This is Van-
tage Ferry.
The picture
should be
at foot of
page 73,
mileage 22.2.
Fare \$1.00.

WENATCHEE, WASH.

P. P. Scheble, President.
H. Scheble, Treasurer.

WENATCHEE LUMBER COMPANY



Building Material of
All Kinds

Quality and Service
Our First Aim

WENATCHEE, WASH.

WENATCHEE, WASH.

Do You Believe in
SIGNS?

SEE THE

CARPENTER
PAINT CO.



IT'S A GOOD SIGN
if we made it.

General Painting and
Decorative Work.

47.8 L. into
Kittitas
County.

49.4 R R X

51.6 Ahead.

53.9 L.

53.9

54.1 R.
2 S. C.'s.

55
ELLENS-
BURG

ELLENSBURG,

WASH.

Ellensburg Pantorium



James E. Wilson, Prop.

CLOTHES CLEANED, PRESSED
AND REPAIRED

Hats Cleaned and Blocked

ELLENSBURG, WASHINGTON

LESTER'S MILLINERY

Style, Quality and Reasonable
Prices

Our Motto: We Please All
HELEN LESTER, Manager

ELLENSBURG,

WASH.

BOSS BAKERY AND GROCERY



BOYLARD BROS.,
Proprietors

EVERYTHING
GOOD TO EAT



Note:
Read these
mileages UP
25.3
S. C.

18.8 CAMP
MASON

13.5

12.7

11 DENNY
CREEK
CAMPING
and
FISHING
GROUNDS

7.4

2.4 CAMPING

0 SUNSET
LODGE

NORTH BEND, WASHINGTON

Fireproof Storage
DAY AND NIGHT SERVICE



SUNSET GARAGE

L. HEIBERG, Prop.

Auto Accessories and Repairs

Ladies' Rest Room

TROUBLE CAR AT YOUR
SERVICE AT ALL TIMES

NORTH BEND, WASHINGTON

**MALONEY'S
GROVE**

Near Beautiful Snoqualmie Falls

Eastern people, make your home
with us, and do your shopping in
the cities of Puget Sound.

Peter J. Maloney, Proprietor



READ UP
31.8 R

32.7
CAMPING a
and
FISHING

35.7
Ahead

2.1 Out of
Fall City
on Fish-
ing Trip

3.1

4.3

7.7

9.3 R R X

FALL CITY, WASHINGTON

FALL CITY GARAGE

P. JORGENSEN, Prop.

BLACKSMITHING and
GENERAL REPAIR WORK

AUTHORIZED
FORD SERVICE
STATION

Tires and Tubes of All Sizes

PRICES REASONABLE

FALL CITY, WASHINGTON

MAGEE'S CONFECTIONERY

Soft Drinks,
Tobaccos,
Cigars.

SANDWICHES,
Light Lunches
and Coffee
Served

Mr. and Mrs. S. M. Magee, Props.



17 Ahead

18.7

20.5

23.8
L24.6
R

25.1 L

25.7 L

25.8 R

SHORT FISHING TRIP

This chapter has been made up especially for the tourist who, during his stay in Seattle, experiences an occasional longing to break away from the allurements of the city, and get back to nature for a few hours even days.

Within a few miles of the great Northwestern seaport one may find some of the best fishing and hunting in the state, and this may be enjoyed all the more because such trips involve neither hardship nor danger.

As an example of a country run that may be extended or shortened to suit one's convenience, this trip to Fall City and the Snoqualmie valley is given.

The scenery is of the most varied character, and is exceedingly beautiful. If you take the regular route, leaving Lake Washington and passing through Renton and Issaquah, the road is somewhat tortuous but easy to negotiate and of fine hard gravel surface.

The little town of Preston, supported entirely by the great lumber mill, is quaint and picturesque. Soon after passing Preston the easy descent to Fall City begins. For three miles the road parallels the turbulent stream known as Raging River, this stream joining the Snoqualmie at Fall City.

0.0

0.2 L

2.3

3.5

5.9

6.5

7.8

11.3

From this point begins your trip through a most beautiful section.

Fishing is by no means the only enjoyable pastime. If you are fortunate enough to make this run during August, September or October, you may pick wild raspberries and black-berries to your heart's content. No matter how many "berry pickers" you may encounter en route, particularly in September or early October, there will be plenty of berries for you.

The great bushes of Himalayas, often seventy feet or more in circumference, are laden with the luscious fruit year after year, and even if nature has provided them with an all but impenetrable armor of the sharpest thorns there is always a way to get plenty of berries.

Quail are as common in the woods as sparrows elsewhere, and what else the mystery of the forest conceals must be left to individual discovery.

And as for camping spots, there is no trip in the Northwest more inviting. You are at all times in close touch with those two primal necessities, wood and water, excellent in quality and limitless in supply, yet at no time are you more than an hour or so from the city itself.

You may duplicate this trip by others as easily accessible, every day in the week. The local garages and auto clubs will gladly give you any information they may have.



1 L
Cross Br.

4.9
Columbia

7.8 L

11.6
Crossing Br.
RENTON
R

13.0 L

12.5 R

12.9

13.7 R R X



If you STILL need to be convinced of the value of the CONCRETE highway to city, county or state, drive over the radial routes out SPOKANE for a few miles and there will be no need for you to ask the Inland Empire Capital people what the judgment is.

A booster for concrete roads is a booster for civic county and national betterment.



MISSOULA TO BUTTE

The Photomobile Tourist starts its routing of the Northwest at Missoula, Mont., which has been described in a previous chapter.

After completing the route from Missoula to Seattle via Spokane, Missoula is again made the starting point for one of the most wonderful tours in the world.

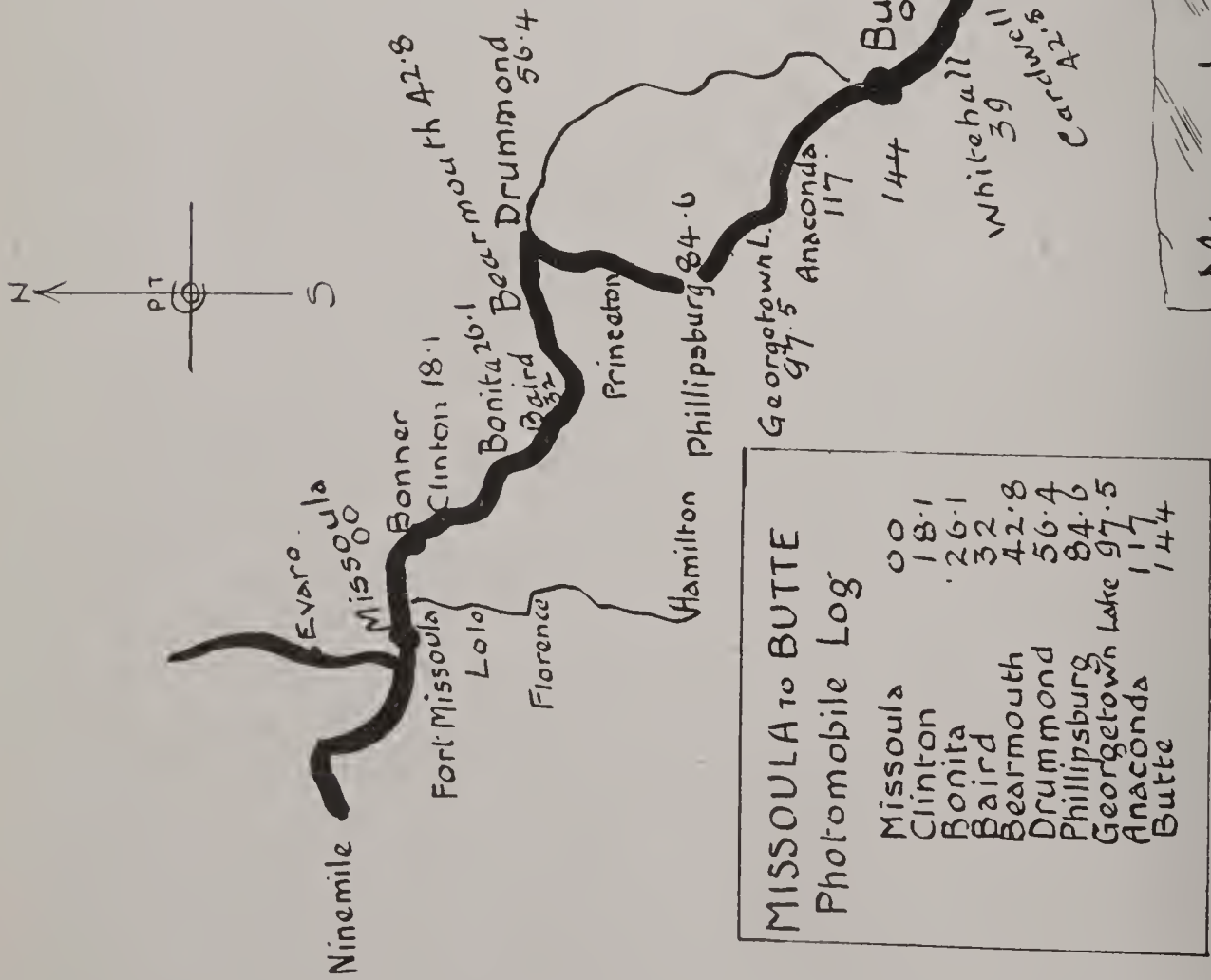
This route, in toto, leads from Missoula via Butte to the YELLOWSTONE PARK, that natural wonderland of Nature in her most riotous colors. After leaving the Yellowstone National Park, the trail leads to Pocatello, Idaho, through the Blackfoot Indian Reservation, and then turns west and northwest to Twin Falls, Boise and Baker, Ore., joining the route from Walla Walla, Wash., at Pendleton, Ore.

The whole tour is one endless succession of wonders and surprises. At times one may peer over the edge of a precipice two or three thousand feet to the floor of a canyon, in other places the hard gravel surface is as level as a pool table; there are wide open stretches of treeless solitudes, and sylvan avenues between towering trees that all but shut out the sun. Often the road parallels some mad mountain torrent, whose frequent pools shelter many a gamey steelhead or rainbow trout; again the road skirts the shore of a lake whose placid waters mirror in dizzy heaven a summer sky of beryl and gold.

The giant Rockies, the American Alps, are conquered by the National Highway and the Yellowstone Trail just as completely as the great pluggen Pass of the Swiss Alps, that lasting monument to the greatness of the littlest Emperor, Napoleon.

On this tour you will get a broader perception of the magnitude of the term "American," not only as it applies to the vast territory you will pass through, but also in its wide application as a distinctive name for the finest manhood in the world.

Above all, you will find that the advent of the motor and good roads is doing yeoman service in welding a chain of brotherhood between cities and states and peoples. The "small town stuff" is rapidly becoming a back number. The chronic "kicker" is becoming lonesome, and inimitable optimism is chasing the glooms away everywhere. There are some poor stretches of road, but there is no real danger, and the general character of the surface may be classified as very good.



Missoula to Yellowstone

GLACIER NATIONAL PARK

Beyond the golden grain fields of the Dakotas, past the big ranches of the cattle country and adjoining the Blackfeet Indian Reservation in northwestern Montana, is a segment of the Rocky Mountains abutting the international boundary for thirty-five miles and extending fifty miles south to the railroad. The bold, grey perpendicular peak with the oblong summit is Chief Mountain—sacred to the Indians, because according to the legend of the old Medicine Men, this was “Where the Great Spirit lived when he made the world.”

Within this area of fifteen hundred square miles are more rugged mountain peaks, more glaciers, more picturesque lakes, more streams and waterfalls than exist anywhere else in America in so condensed an area.

This is Glacier National Park.

Longer than the Red Man's legends or memory serve, this tract of eroded, snowcapped peaks, icy ravines, blue lakes, trout inhabited streams and alpine meadows was the playground of the Blackfeet and Piegan Indians. Here they found elk, moose, deer, antelope, buffalo, bear, big-horn sheep and the long-haired mountain goat. The lakes and streams supplied all the fish they required, while the sarvisberries and huckleberries were abundant on the sunny mountain slopes.

Today this is your playground. The United States Government purchased it from the Indians so that you might enjoy its attractions.

1 R R X

22 S. C.

4.4 Steep
Grade.
Many
Curves.

7R R X

The Modern
Highway is An
Example of Road
Wisdom.

7.2
RIVER-
SIDE

7.8 R R X

9.6 R R X



11.8 R R X



13.5 R R X



14.2 R R X

Good Road Boosters
Are
Concrete
Enthusiasts

18.1
CLINTON

25. 2 R R X's

Fine Camping Sites
Are Numerous
On This Route

26.1 R R X
BONITA
Station.

It became a National Park May 11, 1910.

National Parks have been created by Congress for various reasons: To reserve for the people the wonders of natural phenomena; to provide free access to the water of medical springs; to preserve the interesting architecture of a prehistoric race or to furnish vacation playgrounds located where Nature has been unusually generous in assembling her scenic gems.

Glacier National Park is in the last category. Above everything else it is a summer playground for the people, appealing to that human emotion so aptly expressed by Jack London in the title of his interesting book, "The Call of the Wild."

Of course the glaciers are the headliners for Glacier National Park. They are a great attraction for the average tourist, who knows that glaciers are uncommon things and reminiscent of the earlier mighty earth processes. Here one not only sees them in action but also sees what they have done in ages past.

AN APPRECIATION OF GLACIER NATIONAL PARK

(By Mary Roberts Rinehart.)

If you are normal and philosophical, if you love your country, if you are willing to learn how little you count in the eternal scheme of things, go ride in the Rocky Mountains and save your soul.

There are no "Keep off the Grass" signs in Glacier National Park. It is the wildest part of America. If the

32.2 4 RRX's

33.6 4 RRX's
S. C.34.7
Narrow grade

36.3 3 RRX's

38.1 R R X

41.5 2 RRX's

42.8
BEAR-
MOUTH
Station.

43.1 R R X

Government had not preserved it, it would have preserved itself but you and I would not have seen it. It is perhaps the most unique of all our parks, as it is undoubtedly the most magnificent. Seen from an automobile or a horse, Glacier National Park is a good place to visit.

Here the Rocky Mountains run northwest and southeast, and in their glacier carved basins are great spaces; cool shadowy depths in which lie blue lakes; mountain-sides threaded with white, where, from some hidden lake or glacier far above, the overflow falls a thousand feet or more, and over all the great silence of the Rockies. Here nerves that have been tightened for years slowly relax.

Here is the last home of a vanishing race—the Black-foot Indians. Here is the last stand of the Rocky Mountain sheep and the Rocky Mountain goat; here are elk, deer, black and grizzly bears, and mountain lions. Here are trails that follow the old game trails along the mountain side; here are meadows of June roses, forget-me-not, larkspur, and Indian paint brush growing beside glaciers, snowfields and trails of a beauty to make you gasp.

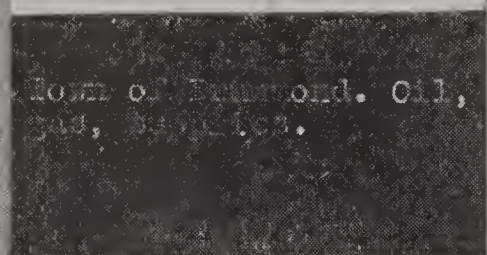
Here and there a trail leads through a snowfield; the hot sun seems to make no impression on these glacier-like patches. Flowers grow at their very borders, striped squirrels and whistling marmots run about, quite fearless, or sit up and watch the passing of horses and riders so close they can almost be touched.



43.1 R R X



43.8 T. R.

48.7
Good grade.49.7
DRUM-
MONDDRUM-
MOND

56.8 R R X

59.9 R R X
R.

The call of the mountain is a real call. Throw off the impediments of civilization. Go out to the West and follow the mountain trails. Throw out your chest and breathe. Look across green valleys to wild peaks where mountain sheep stand impassive on the edge of space. Then the mountains will get you. You will go back. The call is a real call.

I have traveled a great deal of Europe. The Alps have never held this lure for me. Perhaps it is because these mountains are my own—in my own country. Call—I have heard them. There is no voice in all the world so insistent to me as the wordless call of the mountains. I shall go back. Those who go once always hope to go back. The lure of the great free spaces is in their blood.

—Mary Roberts Rinehart

In Glacier Park may be seen, in all the majesty of their rock-bound settings, the remnants of the massive ice sheets that played a big part in shaping the surface of the earth millions of years ago.

Not one or two, but dozens of them are clinging to the sides of the scarred and serrated ridges of the Continental Divide, where they spread out like a string of pearls glistening in the sun.

On summer days these glaciers are furrowed with thousands of threads of water innumerable little rills which run and sparkle over their surfaces like fine threads of quicksilver. Finally they join the large streams which go plunging over the moisture-laden

Concrete Roads
Are
Good Roads

60.3 R R X

63.9 Ahead.

64. R R X

65. T. L.

66.4 R R X

73.4 T. R.

See to Your
Oil and Gas.
Safety First.



UNITED
SECURITIES
TRUSTEES,
FINANCIERS,

L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON.



Philipsburg, Mont.

is the centre of a silver mining section.

The Granite Mountain mine is the second greatest producer in the United States.

Gold, maganese and precious stones are also found in the vicinity.

Georgetown lake, 12 miles away, is the site of the Anaconda power plant.



84.6
PHILIPS-
BURG

85.4 R R X

91.2 Ahead

Get Out Your Auto
Bed or Set Up
Your Trailer.
Montana Air is
Fine.

93.4 Ahead

ALL MAIN ROADS
WILL SOON BE
CONCRETE

flower-strewn, grassy slope into the milky-blue water of the lakes hundreds of feet below.

A glacier has three characteristics: It is ice, it must be moving, and it must have moved sufficiently to have formed a moraine, consisting of rocks, earth and debris which the glacier pushed ahead of it or thrown to each side in its forward movement. The immobility of a glacier is only apparent. It is living. It moves and advances without ceasing. Winter is the season of repose for the glaciers. In spring, all their life and activity return. The warmer the weather, the more activity they develop.

Interest in the glaciers soon leads to enthusiasm over the scenic effects created as a result of the prehistoric glacial action, and nowhere in America is this so strikingly displayed. In fact, it is the result of this glacial action in the past combined with other unusual geologic formation, known as the Lewis Overthrust Fault, that makes Glacier National Park the beauty spot it is today.

For profusion and variety the wild flowers of Glacier Park must share honors with the lakes. In the valleys along the shores of lakes and streams, on the mountain passes, oftentimes on the very edge of snowfields and glaciers, wild flowers add their variegated hues to the green foliage and the harsher colors in the rocks. More than one hundred varieties of wild flowers are native to the Park. Canyon Creek, Crackler Lake, Piegan Pines, Grinnell Lake, Logan Pass and

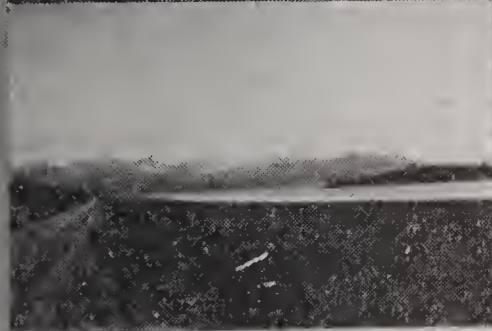
The modern highway is a concrete example of road wisdom.



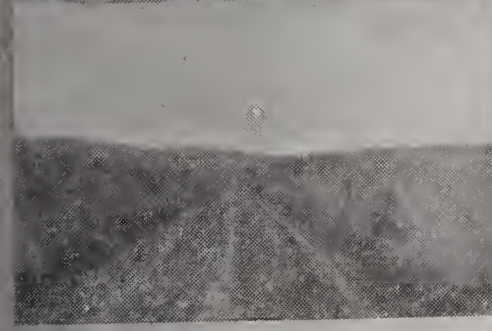
You are now nearing the summit of the ridge. Go slow and take in the view. The divide, highest point between Missoula and Butte.

98.
GEORGETOWN
Fishing.

100. R R X



100.6



100.9



101.4
SILVER
LAKE,
Trout fishing.



102.7 R R X



104.3 R R X

Granite Park are a few of the places especially noted for plant life.

Below are some of the prominent varieties of wild flowers, berries, and grasses seen along the roads and trails:

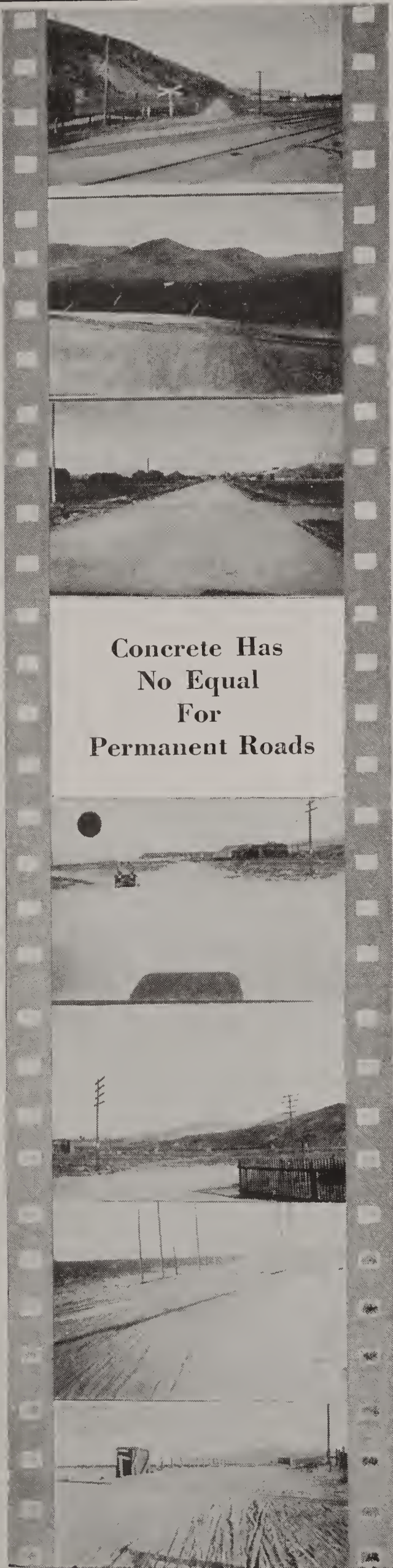
Indian paint brush, mountain lilies, asters, walking cane, yellow dog-tooth violet, wild hollyhock, clematis, syringa, queen's cup, bluebell, twin flower, star of the morning, lupin, yellow columbine, blue larkspur and false forget-me-not; huckleberry, pigeonberry and thimbleberry; beargrass, sweetgrass and bearweed.

The Oldest Inhabitants

Creatures of the wild are in evidence at every turn of the road or trail. Black and brown bears are often seen, generally near the chalets and hotels, and occasionally will pose for the photographer. There are also "silver-tips" or grizzly bears.

The Rocky Mountain goat is perhaps the most interesting of the large wild animals. This sure-footed climber prefers the higher altitudes on the mountain slopes, and seldom descends low enough to give the tourist a "close-up." They can be seen moving along the narrow rock ledges and are easily distinguished by their coats of long white hair, which sharply contrast with the rocks.

The big-horn, or Rocky Mountain sheep, is more friendly, also more inquisitive. He will occasionally pause in his feeding to gaze at a passing party of tourists, apparently quite unafraid, and exhibiting a curious interest in his disturbers.



110.9 R R X

115.5 R R X

116.1 R R X

Concrete Has
No Equal
For
Permanent Roads

When you
have made this
trip you will
want to know
more of
Montana.
Write any of
the Chambers
of Commerce.

117.
ANA-
CONDA
Stacks of the
Smelter are
the highest
in the world

117.
ANA-
CONDA

118.5 R R X

120.5 R R X

Elk and deer may be seen trotting along the trail, on the shore of some lake or stream where they come down to drink.

The small animals, such as porcupines, whistling mounds and mountain or rats, are interesting and harmless. The whistling mound is invariably encountered above timber line, especially on the passes. Large families live in tunnels and come out in ricks. They always have a sentinel on watch, and are disturbed by passing tourists. They warn each other by the whistle, which is a splendid imitation of a small boy calling his chum to come to play.

Where the Fighting Trout Leaps High

Several species of mountain trout inhabit most of the lakes and streams. The principal varieties are the cut-throat (otherwise known as the native or black-spotted trout), rainbow, Dolly Varden, eastern brook and Mackinaw trout. The cut-throat and eastern brook are the favorites of trout fishermen. They are both very game, very shy, and at times require considerable coaxing, but they strike quickly and are hard fighters. These fish sometimes attain a weight of thirty-five pounds.

Mackinaw trout are found only in St. Mary Lake. They have been taken weighing thirty-five pounds; ten to fifteen pound Mackinaw trout are quite common. They are not as good fighters as the smaller varieties, but for excitement make up in weight what they lack in fighting qualities.

MONTANA—THE TREASURE STATE

A Bit of History

THE EASTERN part of Montana was in the Louisiana territory ceded to the United States in 1803, and the western part was in the Oregon territory saved to the United States largely through discovery of the Columbia river by Captain Robert Gray in 1792. Lewis and Clark passed through the state from east to west in 1805 on their journey of exploration to the Pacific, and from west to east on their return in 1806. After them came explorers, missionaries—of particular interest to Montana being Fathers De Smet and Ravalli—trappers and fur traders, but there were only a few whites in its vast territory until large numbers were attracted by the discoveries of placer gold at Gold Creek, Bannack and Virginia City, 1858-65. This influx of population caused the creation of Montana territory in 1864. The first industry was the mining of placer gold. Some of the gulch diggings were marvelously rich, Grasshopper, Alder, Last Chance, and Confederate mines being the most productive. As the placers became exhausted the restless spirits moved away. Farming and stock raising started up after the gold discoveries. Quartz mining was developed somewhat later. Gold and silver mines were very productive. Then followed, at the beginning of copper mining, destined in a few years to attain large proportions. Meanwhile settlements of stockmen and farmers were made. Hostile Indians roamed the plains and were not subdued until the Custer campaign and the disastrous battle on the Little Big River, in 1876.

The pioneer period may be held to include all the years previous to when the Northern Pacific Railway was completed.

This railway was completed across the continent September 8, 1883, the event was celebrated by impressive ceremonies at the point where the last spike was driven, between Garrison and Gold Creek. September 4, 1883, was a gala day at Helena, where the people assembled in thousands to welcome the arrival of the first regular train and to witness the departure of the first bullion train. The latter consisted of thirty-seven box cars and bore the inscription "1,000,000 Pounds Gregory's Gold, from Helena, Montana."

In 1879 the railway mileage in Montana was nothing. In 1915 it was about 4,500 miles, and the increase in railway mileage measures the growth of the state.

A very large portion of Montana is especially adapted to, and is largely utilized in the growing of grain. In the past ten years the production of wheat has increased from 3,000,000 bushels to an average annual production of more than twenty-nine million bushels; flax from one hundred and four thousand to three million bushels; oats from one million to twenty-two million bushels; barley from eight hundred and fifty-five thousand to over two million bushels; corn from ninety-four thousand to two million one hundred thousand bushels.

Butte to Gardiner

On this route the same diversity of scenery obtains as throughout Montana. Leave Butte and follow the main highway to the southwest, passing Thompson Park, a gift to the city by one of its early residents.

There is little need for detailed direction, as the route is well marked.



4.8

4

5 L. S. C.

13 Top of
grade.
Rocky
Mountain
Divide,
elevation
6495
feet.

22.5 L

28.4 L.

Though Montana is first among the states in production of silver, lead, zinc and fifth in the production of gold, it may be truthfully that its mineral sources have been scratched and its wealth in this respect has reached the initial stage of development.

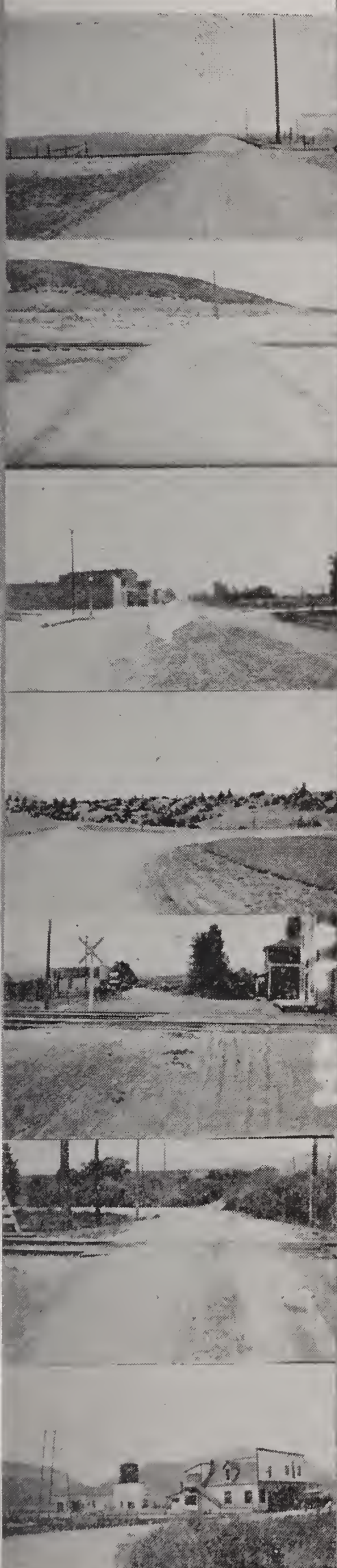
Mines produced during calendar year 1917 gold, silver, copper, lead and recoverable zinc valued at \$110,1382. Silver Bow County, which includes the Butte Summit Valley district, produced more than 19 per cent of the gold, nearly 88 per cent of the silver, 98.5 per cent of the copper, more than 47 per cent of the lead, nearly 97 per cent of the zinc and more than 93 per cent of the total value of the output from deep mines.

FARM CONDITIONS IN MONTANA

By Prof. A. Atkinson

Montana, the third largest state in the United States has an area of 93,000,000 acres. This is approximately one twentieth of the area of the United States. It is nearly three times as big as Iowa and could hold within its borders the following eastern states: Maine, New Hampshire, Vermont, Rhode Island, Connecticut, Massachusetts, Maryland, Delaware, New Jersey, New York and two-thirds of West Virginia. The population of Montana as reported by the 1910 census was 376,053, which is an average of less than thirty persons to the square mile. In the eastern states mentioned there is a population of 20,500,000, or 142 to the square mile. These figures

Concrete Roads
Are Permanent
Assets



29.2 R R X

33.4 R R X

34.
WHITE-
HALL

40.7 Sharp
curve

42.3
CORD-
WELL
R R X

43.1
R R X T L

43.7
JEFFER-
SON
ISLAND

suggest that Montana is the state toward which the home seeker ought to look. It has everything necessary to a great commonwealth except population.

THE CROP GROWING CONDITIONS

In considering the possibilities of any state the home-seeker is chiefly interested in the soil and climatic conditions. The questions commonly asked are, is the soil high in fertility and is it easily worked? What about the climate? Is there sufficient rainfall and are the summers long enough to insure the development and ripening of crops?

Regarding the soil conditions, it is only necessary to point out the natural conditions to show a high state of productiveness. For many years Montana has been famous as a grain and stock growing state. The native grasses grow abundantly and are of the very richest quality. A comparatively light rainfall has prevented the loss of plant food through leaching and the plant food content of the soils is high. Many farms in the older settled communities of the state have produced from forty to fifty profitable grain crops on the same field year after year, wholly without the addition of commercial fertilizer and in most cases without even applying barnyard manure. This shows the strength of the soil.

There is much difference in the soil of various places in Montana, but there is comparatively a small area which will not produce some useful plant growth. Generally speaking, the soil throughout

CAMPING
SPOTS ARE
NUMEROUS
ON THIS
ROUTE



46.3 T L



50 T R



53.3



59 Ahead
X R R



71.6
WILLOW
CREEK



73.1 R R X



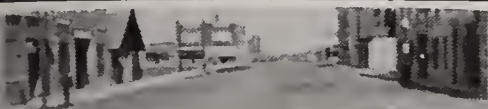
76 T L as per
road sign

Montana is rich in the primary elements of fertility has not been impoverished by leaching caused by constant rains; and the climate is favorable for the growth and ripening of any crop that matures in any part of the United States north of the Missouri river. Nearly every product of the soil that can be grown in the Eastern, Middle, or Western states is successfully cultivated in Montana and in most instances, as the crop statistics show, yields much more abundant harvests.

One reason for the luxuriance of the crops grown in Montana in a comparatively short growing season, is that the percentage of sunshine is so great in Montana. The percentage of sunshine recorded throughout the upper central Mississippi valley is said to be about 45 per cent of the possible amount, while in Montana this percentage rises to 60 per cent or above. Other conditions being equal it is obvious that that place will make the best progress and development which receives the greatest amount of sunshine. And another reason is that while the rainfall is small it usually comes when it is of most service.

CLIMATE

Montana has three fairly distinct climatic belts. West of the Rock Mountain divide the country is mainly mountainous but is interspersed with fertile valleys of large or smaller areas. Here we find a modification of the coast climate, due to the western winds. The altitude gives a cooler climate than farther west, but it is equable, and



78.3
THREE
FORKS



78.7 2 RRX



84.1 R R X



85.4 R R X

STOP AT
LOGAN FOR ALL
AUTO
SUPPLIES



86.1
LOGAN



86.5 2 RRX



91.4
MAN-
HATTAN

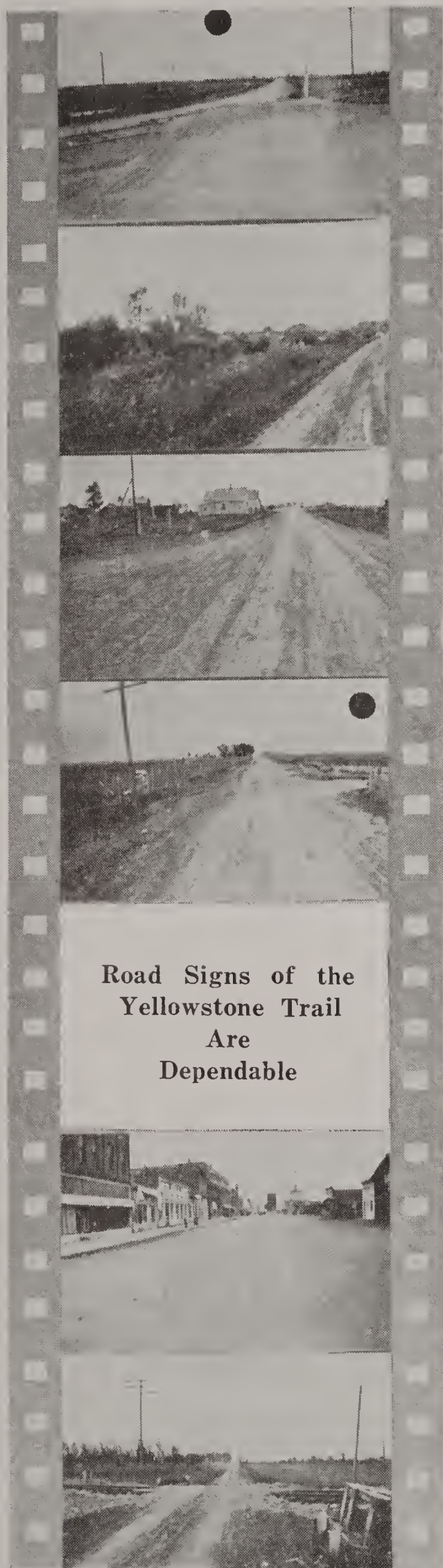
temperature seldom rising above 95° in the summer or going 10° below zero in the winter.

Precipitation in this section is somewhat greater than the average for the State, but varies in the different valleys.

The central part of the State is sometimes spoken of as the Chinook Belt. This district, like that west of the divide, has a climate modified by the coast winds. Thus there are on the average less extreme temperatures, both summer and winter. Again, many of the valleys are protected from the cold winds by the mountains, which appear to deflect the winds to the eastward. In the higher valleys and plateaus of this section we find longer winters and shorter summers than in the lower valleys and plains to the east. The summers are generally cool but the winters seldom bring severe weather.

The months of greatest precipitation are the crop-growing months, a very important factor in crop production. Fully 50 per cent of the rainfall of the year comes during the months of April, May, June, and July, when it can best serve in starting and maintaining the growth of grains, grasses and vegetables of all kinds. September and October, it should be noted, have sufficient rainfall to start the winter wheat, an important crop in this district.

Eastern Montana has a climate of greater extremes, being colder in winter and warmer in summer than the districts farther west. This is a rolling plain country and therefore more subject to wind.

91.9
Ahead

94

95.5

97

Road Signs of the
Yellowstone Trail
Are
Dependable

101
BELGRADE

104.1

Throughout this entire you will note the road-side of the Yellowstone Trail. This is one of the most perfectly posted auto roads in the United States. There is little necessity for a road map of any kind, although the usual collection of such is available. It is here that the pictorial value of the Photomobile Tourist makes itself evident.

The very complete and business-like and accurate information issued by the Yellowstone Trail Association covers the field in even needful detail, and too much praise cannot be accorded the aggressive Directors of this organization.

The Yellowstone Trail Association is not resting on its laurels as having posted the Trail and its laterals; it is an active unit in civic betterment lending a helping hand to a score of communities; as an information bureau it is up to the minute and as an organization composed of enthusiastic motorists and near-motorists would be hard to beat.

The Photomobile Tourist can unqualifiedly recommend every tourist visiting the Northwest to get in touch at once with the Secretary, Aberdeen, South Dakota.

* * * * *

Of course, your objective point on this tour is the unrivalled Yellowstone wonderland, and a brief description of some of the things worth seeing in the Park will make interesting reading. The road itself is so plainly marked that driving instructions are unnecessary.

“Concrete for Permanence”



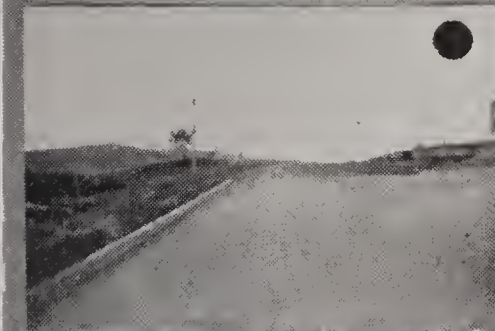
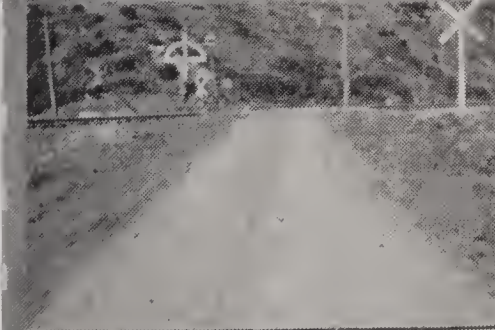
106.3 R R X



108.6 R R X

109.6 R R X
Curves
BOZE-
MAN

CONCRETE
HIGHWAYS
ARE
BEST

112.6
BOZE-
MAN113.6
T R and L

120.2 R R X



123



The Photomobile Tourist system of pictorial publicity is the highest attainment of definite, tangible, specific and permanent scientific advertising.

It reaches a class of people who read advertisements with intelligence, just as you are reading this column now.

Consult our advertising department, 1526 L. C. Smith Building, Seattle, regarding space in our forthcoming volumes.



YELLOWSTONE NATIONAL PARK

The Yellowstone is the largest and perhaps the most known of our national parks.

John Colter, of the Lewis and Clark Expedition, was in the region in 1806. He was the first white man to see any part of what is now the Park. James Bridger and Jos. L. Meek, fur traders, were there in the 30's. Warren A. Ferris saw geysers in 1834, and wrote the first published account of them. Captain DeLarocque explored a part of the country in 1863. Folsom, Cook and Peterson were there in 1869; the Washburn-Doak party in 1870, and Doc Hayden in 1871-72.

Yellowstone was created a national park by act of Congress in 1872. The Park proper is about 62 miles long from north to south, 54 miles wide, and has an area of 3,348 square miles, or 2,142,700 acres. It is situated principally in northwestern Wyoming, but laps over a little on the north and west into Montana and Idaho. The Park is an elevated plateau surrounded by mountains and has an average elevation above sea level ranging from 7,000 to 8,000 feet.

There is nothing in all the world like Yellowstone National Park. You can't make it relative, because there is no standard of comparison, but you may take it for



4.3

5 Ahead
R R X

10.6 Ahead



40.3



44

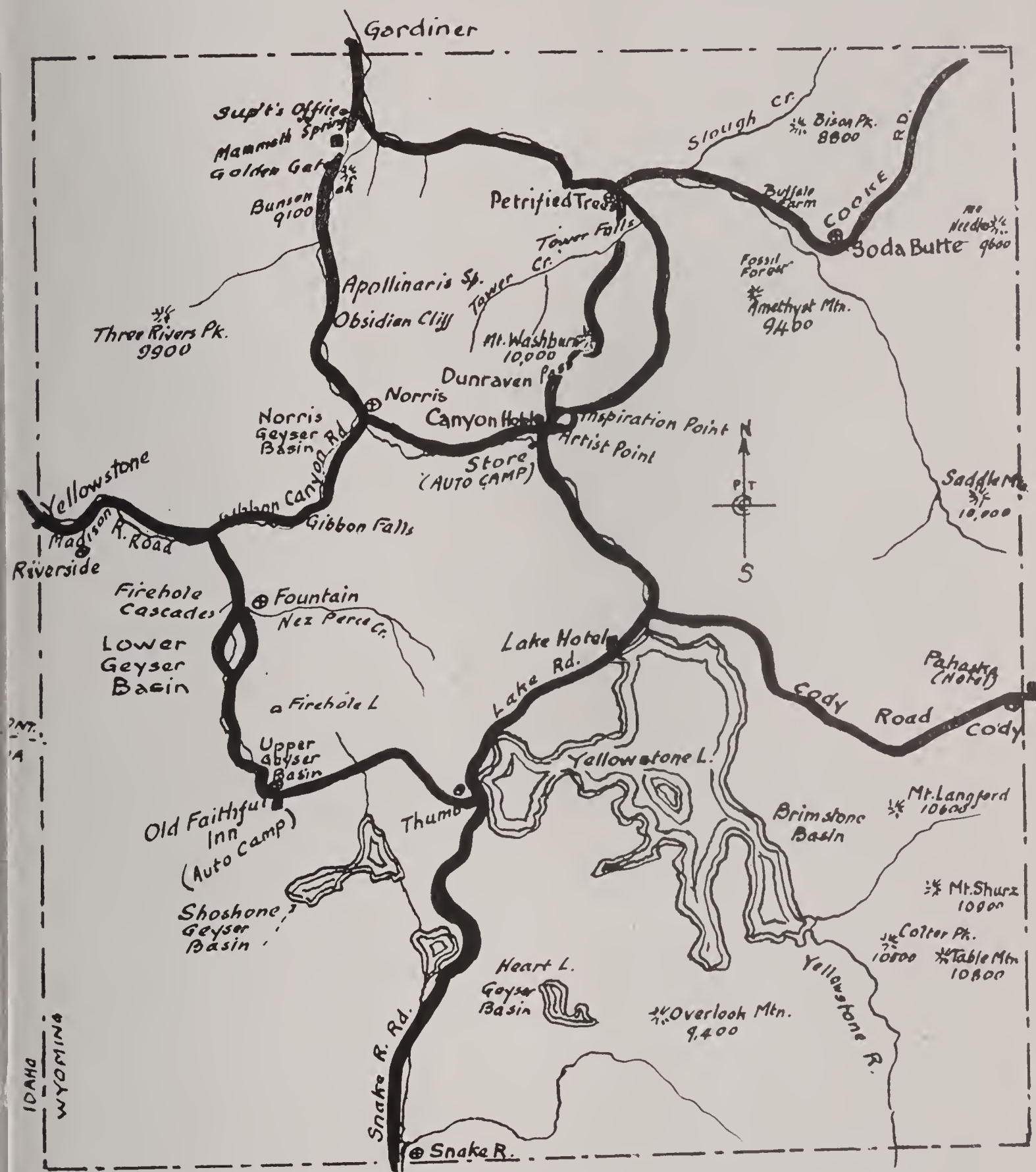


48.1



55

55 Park
Entrance



PHOTOMOBILE TOURIST MAP
YELLOWSTONE
NATIONAL
PARK



2.0
Big grade

Mammoth
Camp

Reservoir,
Mammoth
Camp

8.3
Golden Gate
grade.

8.5
Rustic Fall

10.3

13
Small hot
spring.

20 Roaring
Mountain.

YELLOWSTONE, MONTANA

MADISON HOTEL

West side entrance to the
world's greatest natural
park.

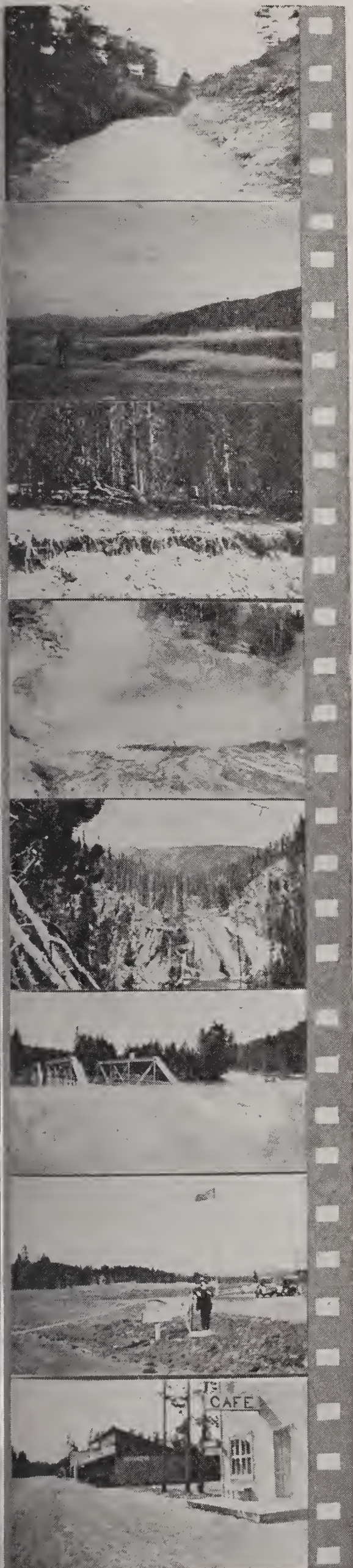
Tourists from the West save 5
miles by entering park here.

Good Accommodations
Rates Reasonable

GOOD FISHING

ROXY BARTLETT, Prop.

granted that it is the real wonderland, embracing an aggregation of fantastic phenomena as weird as it is wild and remarkable. It contains geysers, mud volcanoes, mineral springs, exquisitely colored pools, and similar manifestations of Nature. There are found here something like 4,000 hot springs, large and small; 100 geysers, big and little. It has many rushing rivers and limpid lakes, well filled with trout. It has waterfalls of great height and large volume. It has dense forests, mainly of pine, spruce, fir, and cedar. It has areas of petrified forests with trunks standing.



22.4

24 Norris
Geyser

25

29.9
Beryl
Spring33.4
Gibbons
Falls44.4
Madison
River47.4
West
Entrance52 Craft's
Cafe

A wide variety of wild flowers of brilliant hues grow in profusion. It has canyons of sublimity, one of which presents an unequalled spectacle of golden colors. Its immense area affords safe refuge for the animals of the wild. Nearly 200 different kinds of birds have been noted here. The hotels rank with the best resort hotels to be found anywhere. The permanent camps offers all the enjoyable features of camp life, without its discomforts.

Thus it will be noted that it is a mistake to associate Yellowstone with geysers alone. While the Yellowstone geysers have no counterpart in the rest of the world, without the geysers the Yel-

YELLOWSTONE, MONTANA

CRAFT'S CAFE

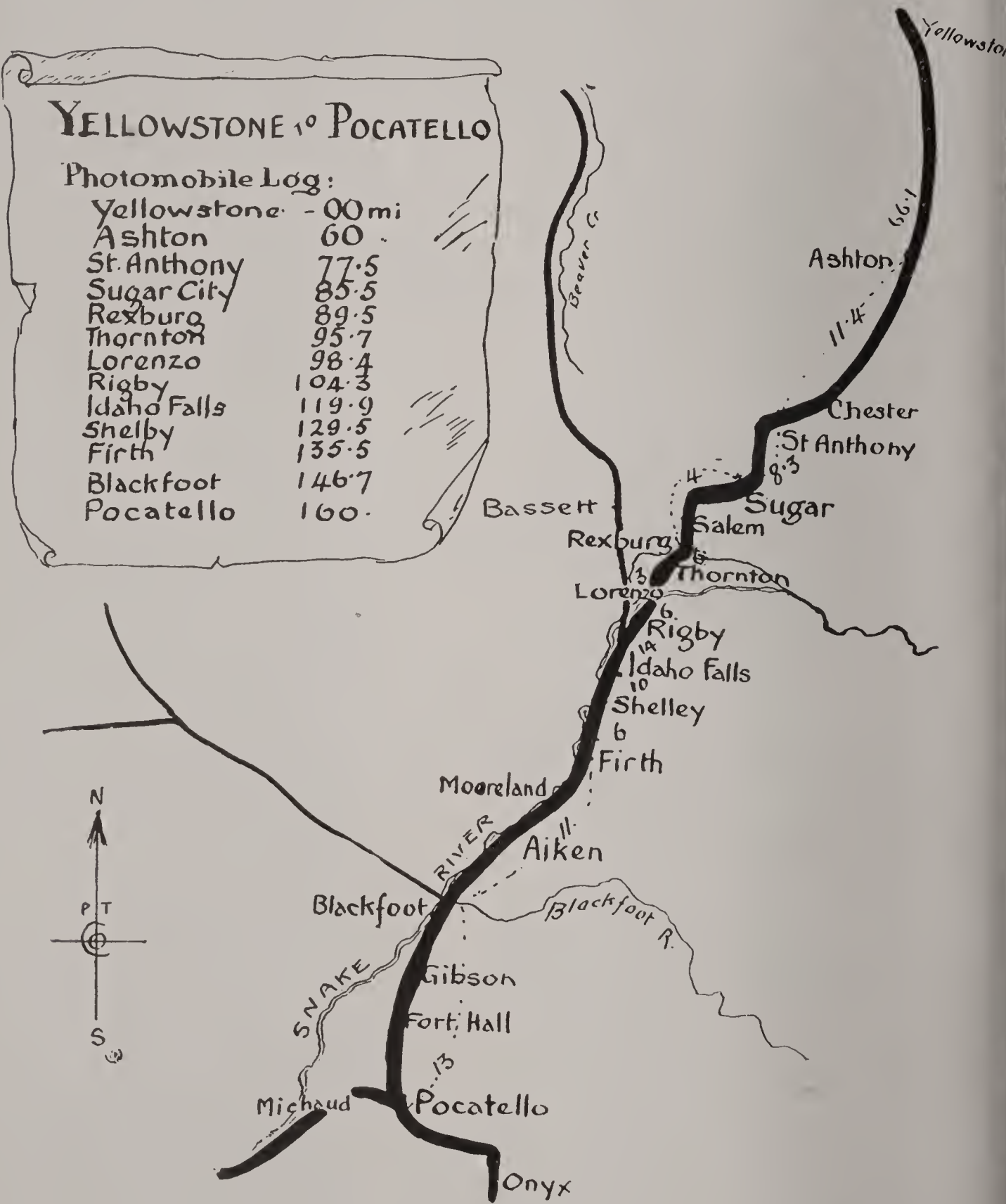
GOOD MEALS AT ALL HOURS

HOME COOKING

QUALITY and SERVICE

Our First Aim

MRS. M. CRAFT, Prop.





8.3 T. L.

24.6 Ahead

28.3 Ahead

37.9 Ahead

39.1

39.4

60 Town of
ASHTON

61 Ahead

lowstone watershed alone, with its glowing canyon, would be worthy of a national park. Were there also no canyon, the scenic wilderness and its incomparable wealth of wild animal life would be worthy of the national park. Even were there of the Yellowstone is three-fold. The hot-water manifestations are worth minute examination, the canyon a contemplative visit, the park a summer. Dunraven Pass, Mount Washburn, the Grand Canyon at Tower Falls, and other interesting points are not extensively known, but should be seen by every visitor to the Park. As a place for one to spend as many weeks as may be possible during the heated months, no spot in this country excels Yellowstone. Its elevation above sea level—an average of 7,500 feet—its location in the heart of the American Rockies amid some of the earth's most inspiring scenery, combined with the extreme purity of the atmosphere, the tonic and exhilarating effect of the mountain climate, the fine character of the hotels and camps, the good roads and trails, the excellent trout fishing, the mountain climbing, the weird scenery, the wild animals—all make up the ensemble of an ideal vacation experience. The Park grows on one, and many revisit it year after year.

AN INVIGORATING CLIMATE

The elevation, together with the corresponding equal temperatures, the pure breezes from the pine forests, and the health-laden is sufficient explanation of the Park's nearly perfect climate. During the tourist season the mean average temperatures range from 45° to 54°, with a maximum of 88°. The air is pure and bracing.

With days that are comfortable and sunny, but never hot and oppressive, is a bracing opportunity for every kind of healthful recreation with nights that are always cool, conducive to sound sleep, nothing is wanting to make a week, a month, or a season here everything that an outing should be. Those who spend any considerable time in the Park and engage in fishing, hiking or horseback riding, motoring or boating, will receive big "dividends" in health.

Where The Geysers Gush

Nature has lavished her gifts on the region of the Yellowstone. Here are wild woodland, crystal rivers, gorgeous canyons, and sparkling cascades; but of all its wonders none is so unusual, so startling, so weird, as the geysers. Once seen, the memory and mystery of them will forever linger. The Yellowstone geysers are renowned the world over, because of their size, power, number and variety of action.

The more prominent geysers are confined to three basins, lying near each other in the middle west zone. Other hot water manifestations oc-

66.1
Sharp curve

70

70.8 T. R.

73.1 T. R.

77.3 T. L.

77.5
ST.
ANTHONY

78.1 T. R.

78.3 T. L.



79.6 RRX

79.9
Four forks.
Go over
R R bridge

83.9 RRX



84.9 T. R.



85.3 T. L.



85.5 T. R.

85.8
SUGAR
CITY89.5
REXBURG

cur in all parts of the Park. Marvelously colored hot springs, mud volcanoes, and other strange phenomena are frequent. The geysers exhibit a large variety of character and action. Some, like Old Faithful, spout at regular intervals; some of the other large ones play at irregular intervals of days, weeks, or months; some small ones play every few minutes. Some burst upward with immense power; others hurl streams at angles or bubble and foam.

Yellowstone has more geysers than all the rest of the world. Some are literal volcanoes of water. To translate this into volume we will use Old Faithful as an example. According to observations made by the United States Geological Survey, this most famous of all geysers hurls in the air every sixty-five or seventy minutes a million and a half gallons of water, or 33,225,000 gallons a day. This would supply a city of 300,000 inhabitants.

The Lone Star Geyser, just off the road from Upper Basin to Thumb, has one of the most beautiful cones. It plays sixty feet in the air for ten minutes, at intervals of forty minutes.

Rudyard Kipling wrote: "All that I can say is that without warning or preparation I looked into a gulf 1,700 feet deep, with eagles and fish-hawks circling far below. And the sides of that gulf were one wild welter of color—crimson, emerald, cobalt, ochre, amber, honey splashed with port wine, snow-white, vermilion, lemon, and silver-grey in wide washes. The sides did not fall sheer, but were graven by time and wa-



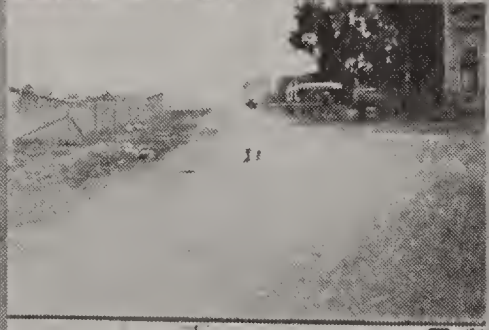
90 T. L.



90.4 T. R.

95.7
THORN-
TON
T. L.

96.1 T. R.

96.3 RRX
T. L.98.4
LORENZO

100 T. R.



101.4 T. R.

ter and air into monstrous heads of kings, dead chiefs and women of the time. So far below that sound of strife could reach the Yellowstone River ran a finger-wide strip of jagged green. The sunlight to those wondrous walls gave fresh hues to those Nature had already laid the

"Evening crept through pines that shadowed us, the full glory of the flamed in that canyon as went out very cautiously a jutting piece of rock—blended red or pink it was—that he the deepest deeps of all."

The famous artist Moran said: "Its beautiful tints beyond the reach of human art." And General Sherman referring to Moran's painting of the canyon, added "The painting by Moran in the Capitol is good, but painting words are unequal to the subject."

Folsom, connected with the private expedition of '69, and who first wrote of the canyon, said: "Language is entirely inadequate to convey just conception of the awful grandeur and sublimity of this most beautiful of Nature's handiwork."

The general panorama of Mammoth Hot Springs is one of the most striking in the Park. The steaming, tinted terraces and Fort Yellowstone near-by; the long, palisaded escarpment of Mount Everest to the east; the dominating presence of Bunsen Peak to the south, with the Gardiner Canyon and the distant elevations of the Mount Washburn group; the rugged slopes of Terrace Mountain to the west and the distant peaks of the Snowy Range to the north—

104.3 T. R.
RIGBY

104.7 T. L.



106 RRX

119
IDAHO
FALLS135
FIRTH

all together form a surrounding landscape of wonderful beauty and contrast.

Blackfoot is in Bingham County, Idaho. On main state highway from Salt Lake to Yellowstone National Park-Butte, Montana. North of Salt Lake, 200 miles; north of Pocatello, 25 miles; southwest of the park 150 miles. About 100 tourist cars daily, during park season.

The municipality has apporportioned a shady, grassy section of a city park for the exclusive use of auto touring campers; cook house, range, fuel, the best culinary water in the world, care taker, road signs, gratis.

Hotels are good, rates reasonable: The 'Eccles' is modern, about three years old. Cottage hotel next in popularity. Rooms should be engaged at least one day ahead.

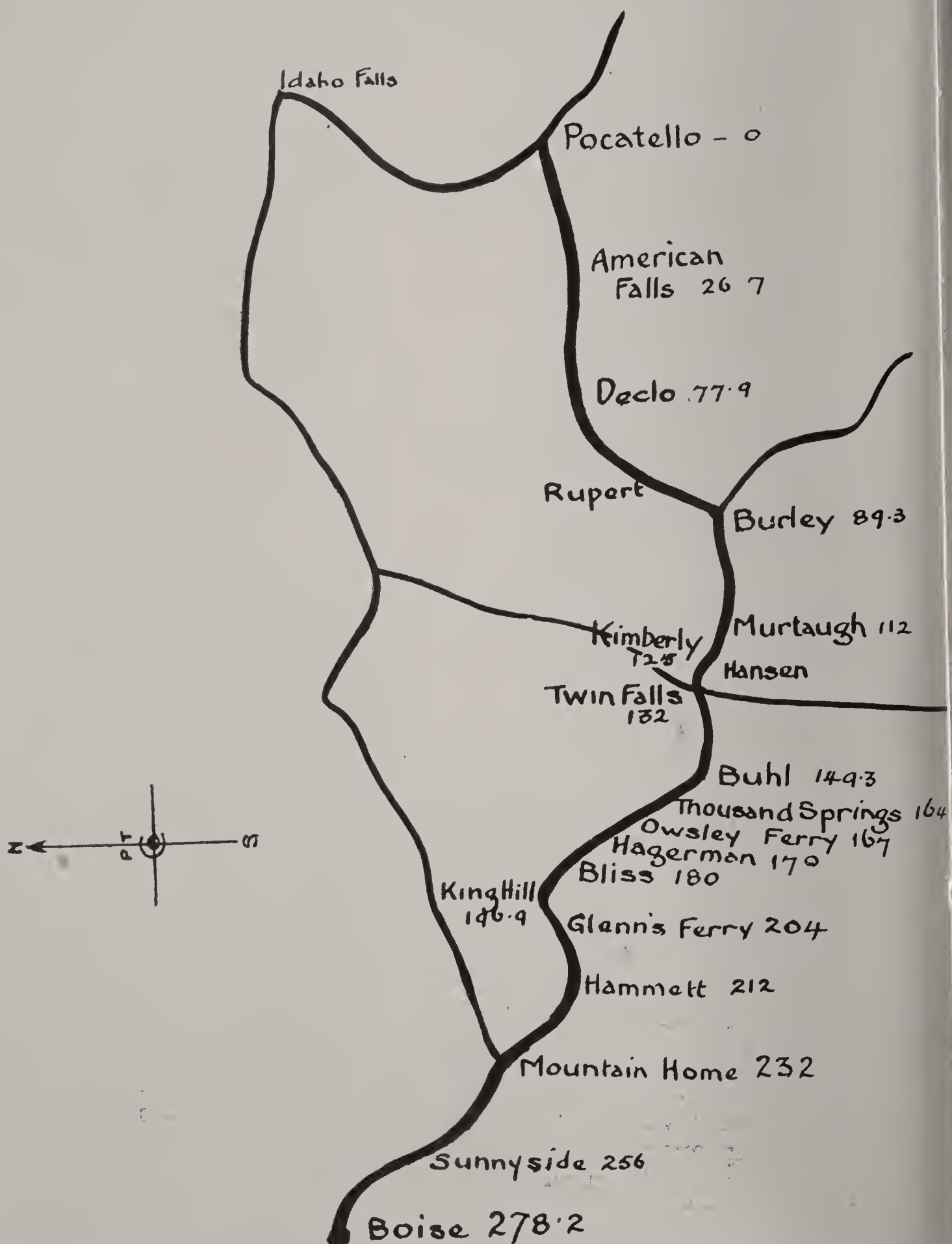
Garages are strictly up-to-date, employing the best mechanics money can get, there are charged tourists and home people at the rate of \$1.25 and helper \$1.00 an hour; gasoline, 32-35, oil 40 cents.

Bingham County is expending \$600,000.00 of bonded money on roads bridges other state highway, hard surfacing. The dirt roads are better than an average. These are maintained by usual tax and by 75% of the auto license income, amounting this year to August 1st, \$26,949.70.

At that same date, there were within the county, 1421 registered state licensed, private cars and trucks, mainly cars of course. Population of the county about 17,000 and 99 1/2% of that number of people aim to show courtesy to traveling autoists.

The Bingham County Auto and Good Roads Association is an organization of ranchers, businessmen and other residents of the Blackfoot district, and has achieved excellent results not only in actual road reconstructions and improvements, but in awakening among its members an admirable desire and determination to put Blackfoot on the map for all as a tourist point.

Pocatello to Boise



POCATELLO, IDAHO

The distributing point for the entire Northwest.

Wholesale distribution covers seven states directly shipped from Pocatello.

Retail market directly in touch with 300,000 people.

Train service eclipses that of any other point between Omaha and the Pacific coast.

Has the largest railroad construction plant west of Chicago.

Railroad payroll \$400,000 per month. 2800 employees.

Switching yard with fifty miles of track for through freight distributing.

Gateway to Yellowstone Park.

One thousand new houses urgently needed—not a vacant house in town.

More office buildings in demand.

Wheat elevator in construction, as well as clearance depot for stock, grain and potatoes.

Active building program this year, including \$200,000 addition to Bannock hotel and theatre.

County seat of Bannock.

Population, 20,000.

At the very edge of the greatest game and fishing country in the world.

\$500,000 new paving planned for the coming summer.

Diversified industries, natural mineral waters, hot springs, power and irrigation plants.

Supply point for mining, stockgrowing, farming and manufacturing.

More soldiers from Bannock in Great War than any other county.

Over the top in every patriotic drive.

Only city in the world with the name Pocatello.

Pocatello invites you to come.

THE BIGGEST ROAD BOOK EVER PRODUCED

Is That Being
Built Up By
the
U. S. Rubber Co.

Its pages describe the
country as clearly as
any printed matter
can.

LOOK FOR THE
BOOK

before you enter each
city.

77.9
DECLO

79 RRX

85.1 R.


89.6
BURLEY

90.5 RRX

91.8 RRX

92.8 L.

CONCRETE
ROADS
ARE GOOD
ROADS



112.6
MUR-
TAUGH

113.6 R R X

132.3
TWIN
FALLS

133.9
Go over
steel bridge
after leav-
ing Twin
Falls.

138 RRX
Curry Sta.

146 RRX

148.4
BUHL

150.3 L.

FILL YOUR TIRES WITH KOR-KER

and
your

PUNCTURE TROUBLES

ARE OVER

Ask
at the

OWL GARAGE

when you
reach

SEATTLE

PHOTOGRAPHIC NOTE

If

you do your
ownDeveloping
and
Printing

It may interest
you to know
that the Technical
Department of the
Photomobile
Tourist Company
uses

Monomet

exclusively.

154.4 Turn L.
Good
gravel road

155.3 Turn R.

160.
Here begins
the Snake
River grade,
descending
at 6 per cent.

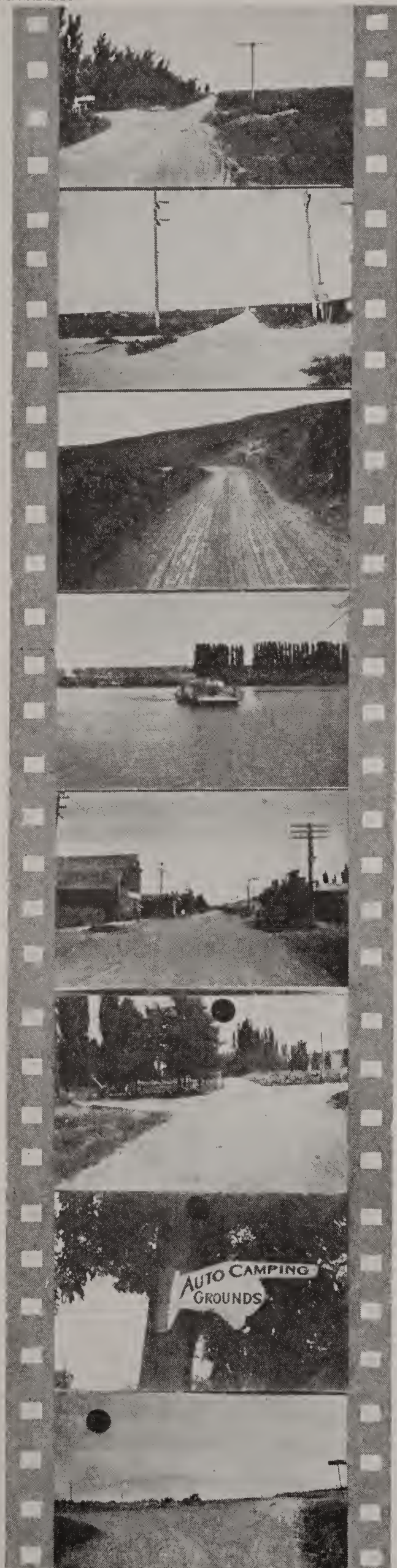
167.1
OWSLEY
FERRY
Fare 50c
during day,
and \$1.00 at
night.

170.8
Town of
HAGERMAN
Gas, oil,
supplies;
general
merchandise

172.6
Straight
ahead.

178.3
Note sign.

180. Left.
Thru town
of Bliss.



THE BIGGEST ROAD BOOK EVER PRODUCED

Is That Being
Built Up By
the
U. S. Rubber Co.

Its pages describe the
country as clearly as
any printed matter
can.

LOOK FOR THE
BOOK

before you enter each
city.

180.2
Between this
point and the
mileage 198.7
the highway
is now under
construction
(1919) and
detour thru
sagebrush
is made at
several points
but is clearly
marked and
easy to
follow. The
road is good
even where
only graded.

195.7
Steel Br.

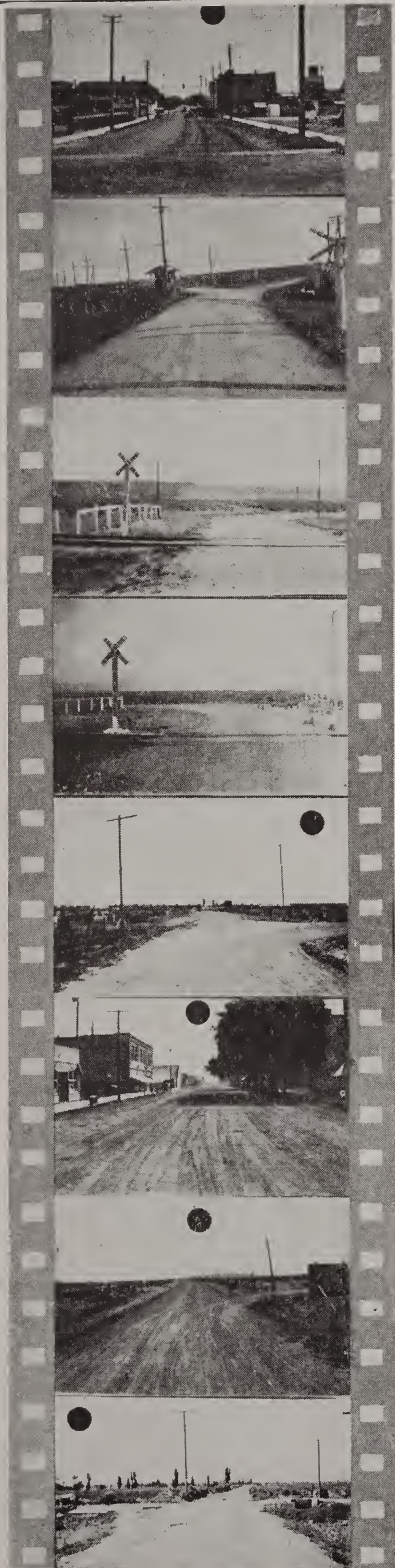
196.9 King
HILL CITY
Hotel, stores
gas, oil and
supplies.

201 Long
winding
grade;
loose rocks.

202.7
Turn R. at
wooden br.

204
GLENNS
FERRY
Gas, oil,
general
merchandise





204
GLENN'S
FERRY

206.1 RRX

212.3 RRX

226.1
RRX—SC

230.6 R.

232
MOUNTAIN
HOME

233.3 Ahead

238.6 L.

A merited reputation for consistent reliable SERVICE and persistent progress and performance is one of the most valued assets of an organization.

STUDEBAKER service standardized the world over has ably seconded the absolute dependability of STUDEBAKER cars.

MOUNTAIN HOME, IDAHO

MACK'S GASOLINE STATION

SUPPLIES AND
REPAIRS

We are Agents for

FLETCHER'S
RED SEAL
GASOLINE

Phone 7

Mountain Home

BOISE, pronounced Boy'see—is a good place in which to live and make money. The capital of Idaho, the county seat of Ada County, it is also the largest city in the State. More than that, it is a financial, commercial, jobbing, mining, agricultural, dairying, stock raising, educational, medical, and religious center.

A home town of wealth and beauty, on the Boise River that feeds the big spectacular Arrow Rock Dam, 350 feet high, the highest dam in the world.

Modern in every respect, the city sits at the head of the Boise Valley, a natural dairying country with a productivity that is remarkable.

The doorway of a productive mountain region whose mining and timber possibilities have been merely scratched.



STATE CAPITOL BUILDING, BOISE, IDAHO

Within easy reach of the city are scenic marvels of mountains, lakes, and valleys offering ideal recreation places for clean, wholesome, healthful amusements, with an abundance of fish and game.

Boise's climate the year around is ideal, promoting a vigor and healthfulness among its citizens that is remarked by visitors, to whom, in the way, she is indebted for the name, "Boise the Beautiful."

Any why not—for with her wide, cleanly kept, well-paved streets, attractive parks, pretty homes, nicely groomed lawns, handsome church, first-class hotels, good theaters and fine school houses, she is indeed "beautiful."



276.3 Ahead

277.5 R R X

290.9 L.

293.9 R R X

295.3
TOWN OF
STAR

301.7 RRX

302.1
MIDDLE-
TON

305.3 Ahead

NAMPA, IDAHO

**WESTERN MOTOR
SALES CO.**

F. H. Fleenor, Manager

First Class REPAIR WORK

MAXWELL and CHALMER
Service Station

U. S. Tires—Gasoline—Accessories

WE CATER TO TOURISTS

1010 First Ave. Phone 5

MIDDLETON, IDAHO

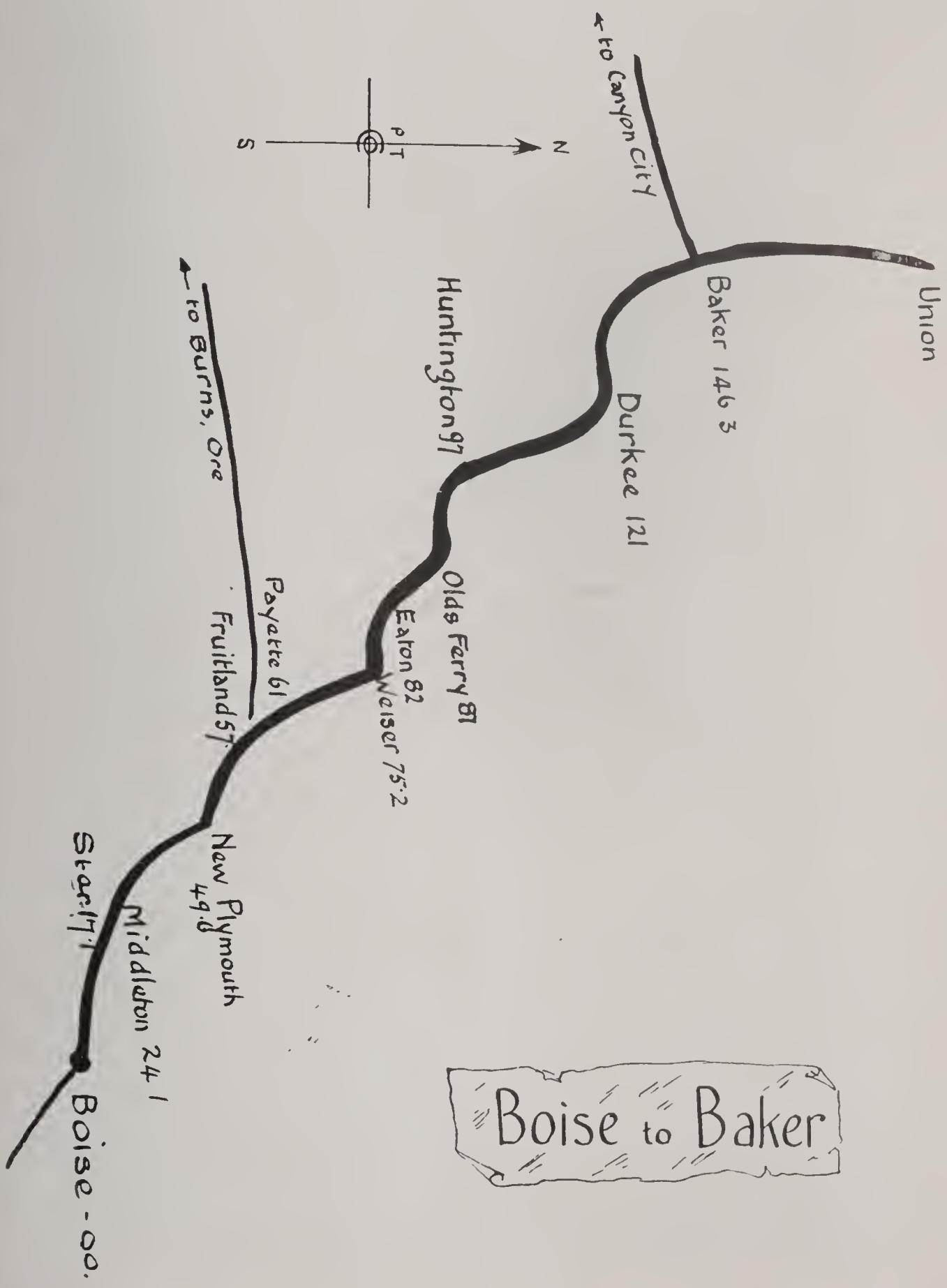
**MIDDLETON
GARAGE CO.**

We Cater to
Tourists

All Repairs Done
Promptly

U. S. Tires and
Accessories

**GAS, OILS AND
GREASES**





SOME BOISE HOMES



BOISE'S SCHOOLS ARE MODERN
AND EFFICIENT

BOISE is the only city in the United States where the houses are heated by natural hot water.

This unique advantage has been extended to the motorist who is wise enough to make use of the city auto park, one of the finest in the world.

All modern cities, as elsewhere stated in this book, now have their auto camp grounds, but where will you find one that can do more for the tourist than provide unlimited hot and cold water, electric light and electric stoves, auto laundry and every personal convenience, ideal location and everything else one could desire?

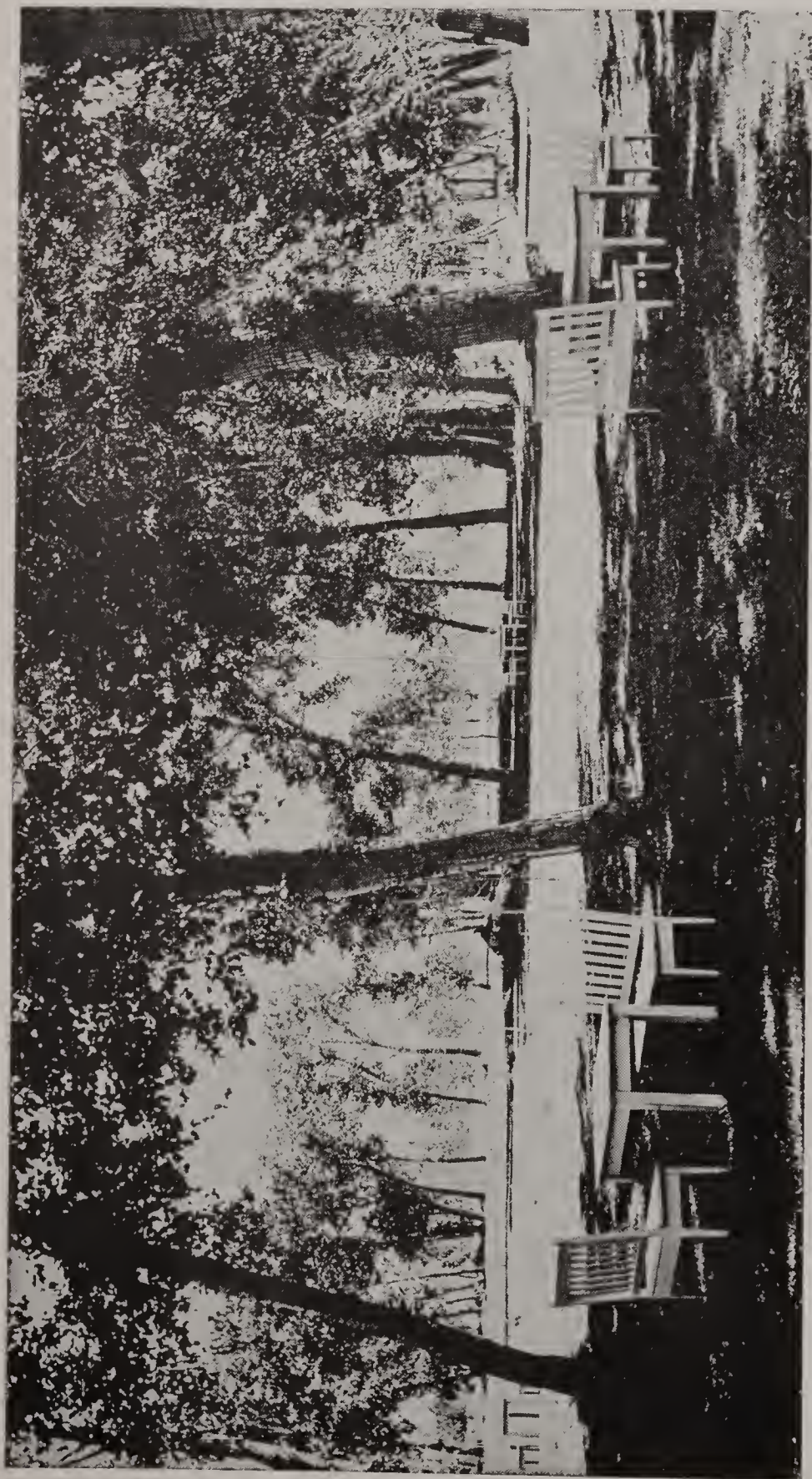
If you would know the reason for these things, so unusual and so delightful, call on the Commercial Club.

We need say no more; THEY will attend to that.

In this unique auto park you will not be lonesome, yet you may have that privacy which all motor tourists desire.

There is never a night during the long touring season when there are no motorists taking advantage of the splendid hospitality of a splendid city.

If you want practical and intimate knowledge of every variety of camping equipment, from the simple sleeping bag to the luxurious Warner trailer, all you need do is stay on the Boise camp ground for a few days. It's a continuous performance by a cast whose variety makes a vaudeville roster look cheap by comparison.



BOISE NEW TOURIST PARK

When You
Visit

BOISE

See

**TOURIST
PARK**

Beautifully
Situated on the
Banks of the
Boise River.
Shady Trees,
Green Lawns.

Three-minute Walk
to Stores on
Main Street.

FREE

Camp Sites,
Natural Hot Water,
Electric Kitchen,
Place to wash your car
Place to do Laundry.

For Further Information,

Boise Commercial Club,
Boise, Idaho.

308 Ahead

324 L.

327.5 NEW
PLYMOUTH
L.

327.9 R.

328 L.

332 R.

334.8 L.

334.9
FRUIT-
LAND



GROUP OF BOISE'S BUSINESS
BUILDINGS

335.3 L S C

337.3 R R X

340
PAYETTE

340.9 R R X

343 Ahead

353.7 L.

354.3
WEISER

355 R R X

WEISER,

IDAHO

WEISER TIRE & RUBBER CO.

Tube Splicings, Retreads,
Blowouts, Etc.

QUICK REPAIRS A SPECIALTY

Agents for
BRUNSWICK, FIRESTONE
and **EVERGREEN TIRES**

LEE McCHESNEY, Prop.

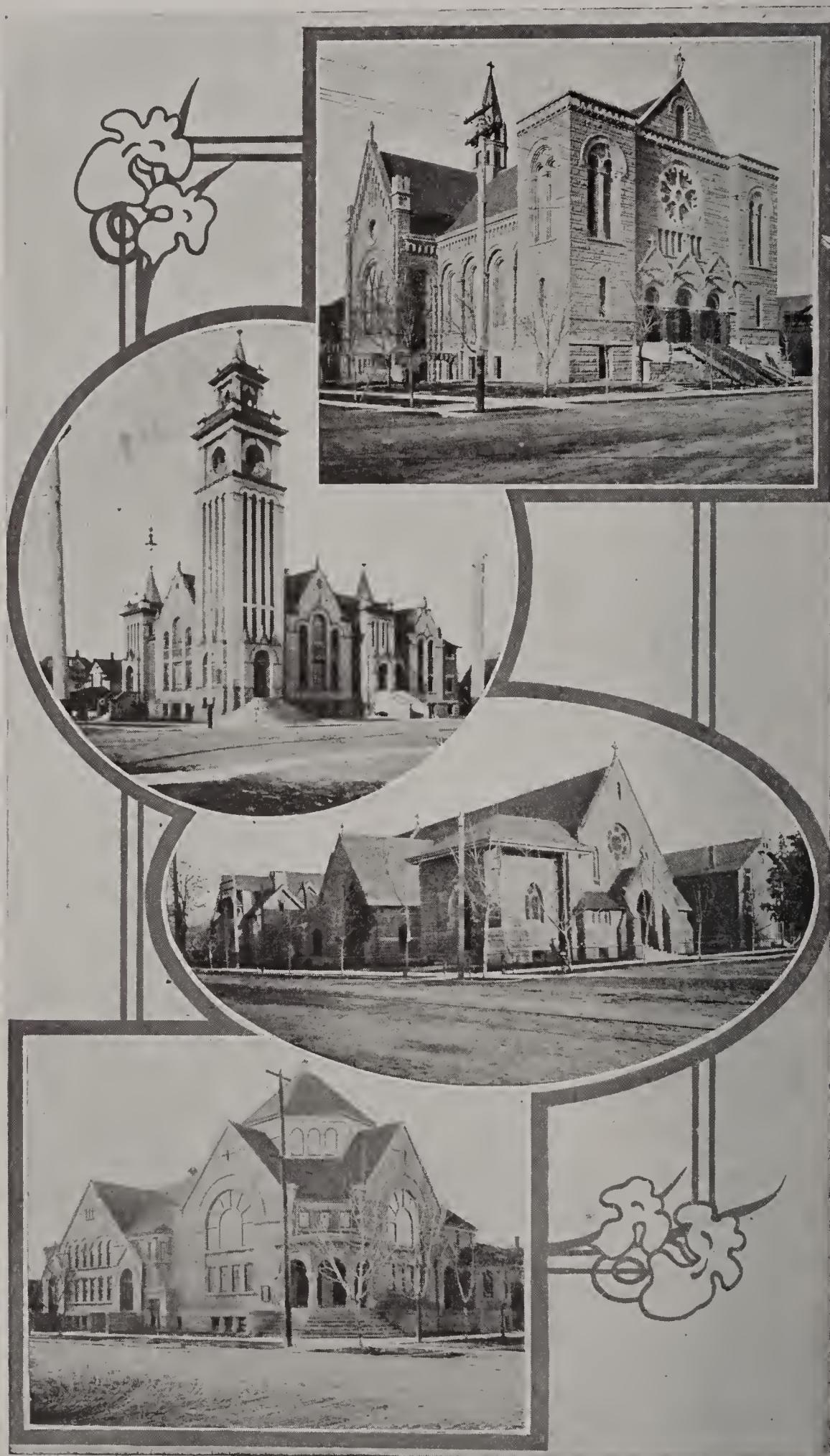
IDAHO

The surface of the entire state is extremely mountainous. Therein lies much of its charm for the tourist, and its principal allurements for the mining man and capitalist.

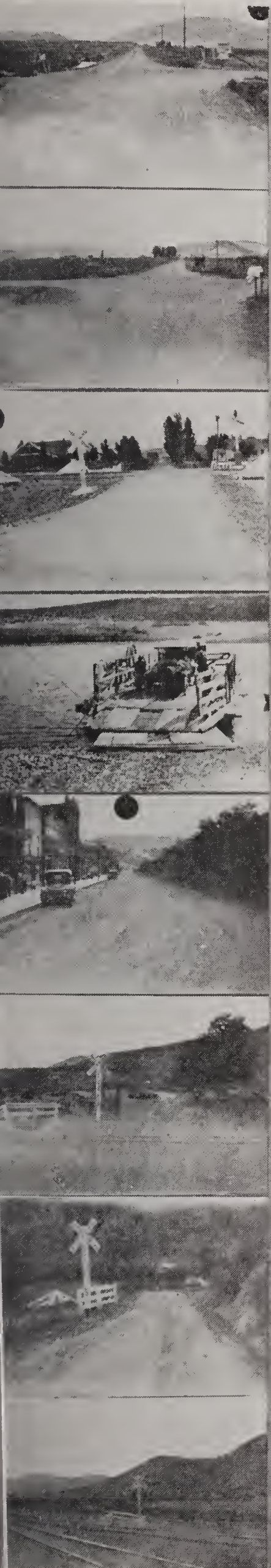
The development of enormous water power from the mountain streams has added still further to the potentialities of the state, both in fostering industries and in bringing the naturally productive valley lands to a high degree of intensive cultivation.

Gold, silver and lead occur in abundance throughout all the mountains in the state.

Large bodies of gold-bearing gravel are found along the Snake, Salmon and Boise rivers, the Boise basin being



BOISE CHURCHES



360.6 T R

361.6 Ahead

362.3 R R X
T L369.9
OLDS
FERRY
Fare 75c.
After 10
p.m., \$1.00.375.5
HUNTING
TON

387.2 R R X

389.5 R R X

390.2 R R X

noted for auriferous deposits.

One-third of the lead mined in the United States comes from the Coeur d'Alene district.

The northern part of the state is noted for its wheat. Owing to the sheltered location of many of its irrigated valleys the agricultural products cover a wide range. All cereals and the ordinary garden vegetables are grown.

Peaches, pears, apples, apricots and prunes are the principal horticultural products.

Manufactures include flour and grist, railroad cars and equipment, lumber and timber products, harness, dairy products, furniture, foundry and machine shop products, clothing, tobacco and cigars.

And the list of things made in Idaho is being enlarged daily.

The Photomobile Tourist Association will be glad to enroll you as one of its members.

There is no charge whatever.

Simply send us your name, address, make of your car, and state if you use a Kodak or camera.

Don't wait for an official blank; your own stationery or even a postal card will do. Address

PHOTOMOBILE TOURIST
ASSOCIATION,

1526 L. C. Smith Bldg.,
Seattle, Wash.



CONCRETE
HIGHWAYS
ARE
PERMANENT

390.1
R R X

390.5
R R X

393 R R X

398.7
R R X

399 R R X

399.7
DURKEE

399.6 R R X

PHOTOGRAPHIC NOTE

If
you do yo
own

Developin
and
Printing

It may interest
you to know
that the Technic
Department of t
Photomobile
Tourist Compan
uses

Monomet
exclusively.

ONTARIO,

OREGON

400.6 R R X

400.6 R R X

401.1

414.1 R R X

414.1 R R X

417.8 R R X

ONTARIO AUTO COMPANY

Oldest Established Garage in Town

Twenty-two years experience
as MACHINIST

TOURISTS' WORK
handled promptly and
satisfactorily

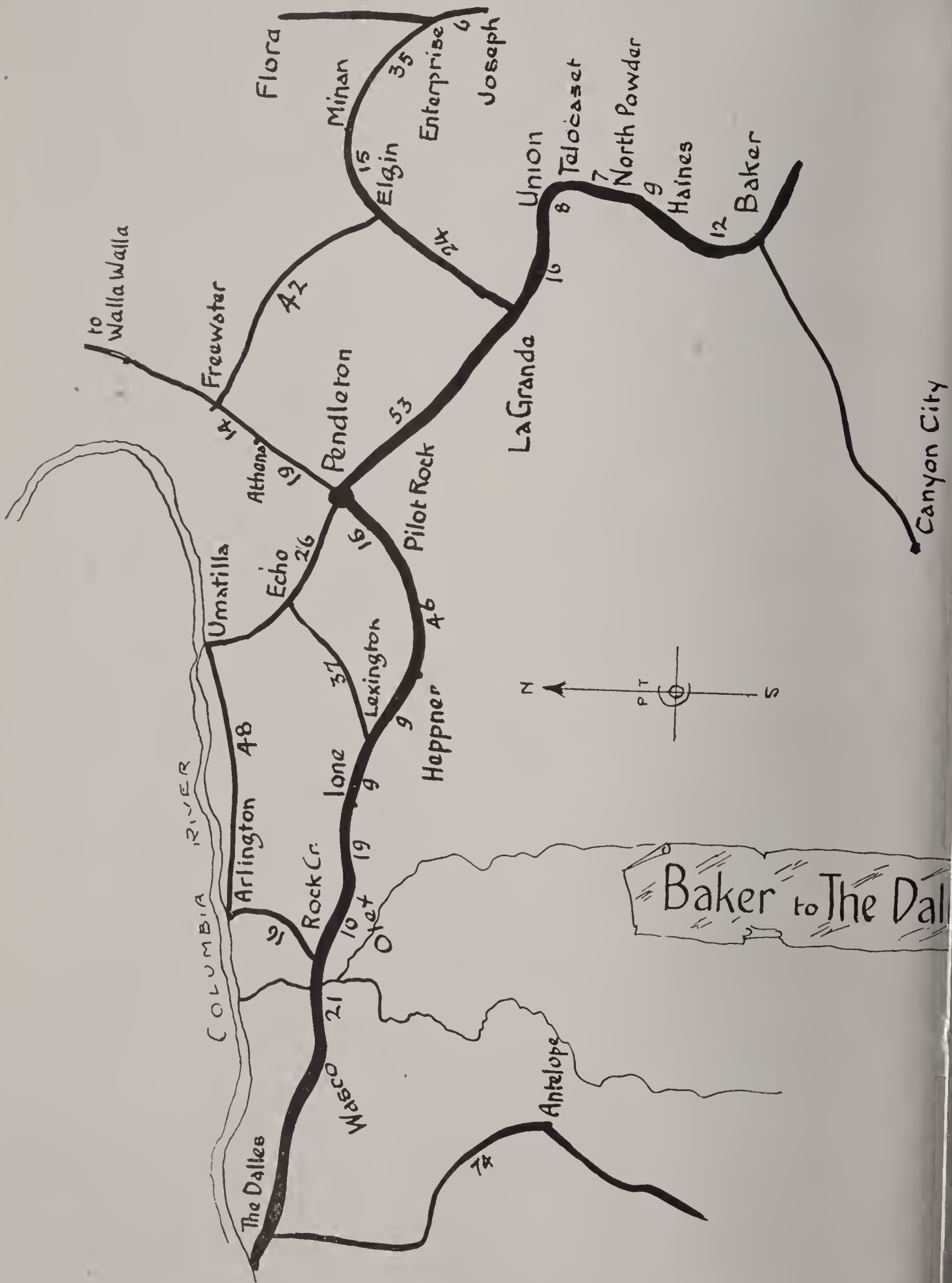
**Expert Carburetor
Mechanic**

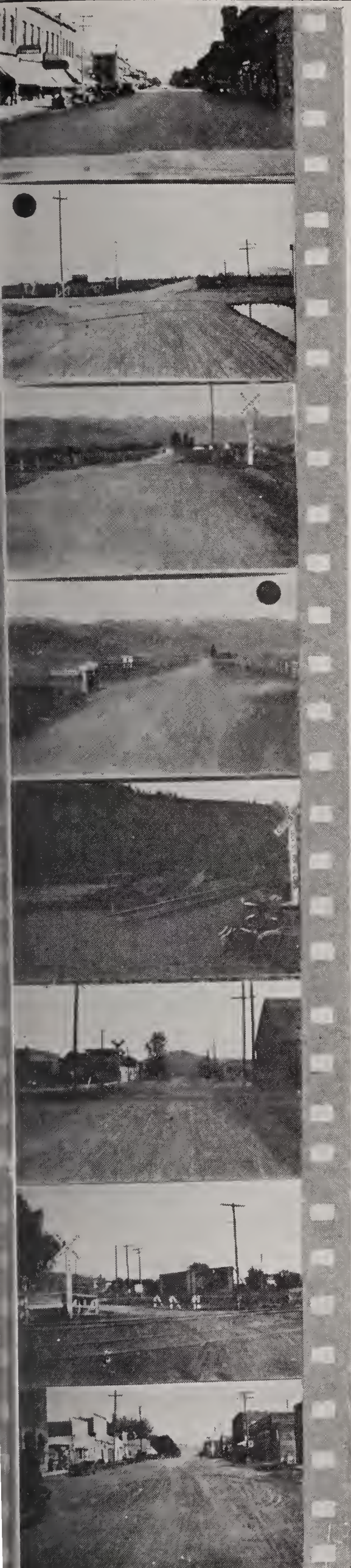
We do Welding, Battery Work,
Starting, Ignition and all Engine
Repairs.

It is cheaper to have your work
done by a good mechanic.

When in Pendleton,
ask at the garage
for data on the
Evergreen Highway
new survey to Salt
Lake City, Utah.

P. DU FORD, Proprietor





424
BAKER,
ORE.

426.8 L.

427.1 RRX

430.6 R.

428.9 RRX
HAINES

448.3 RRX

NORTH
POWDER

448.9
NORTH
POWDER

FILL YOUR TIRES WITH KOR-KER

and
your

PUNCTURE TROUBLES

ARE OVER

Ask
at the

OWL GARAGE

when you
reach
SEATTLE



456.4
464 UNION

464.6 L.

466.8 RRX
S C

470 Ahead

470.1 Ahead

471 Ahead

474 Ahead

476 Ahead

The United Securities Trustees

are constantly and continually investigating with utmost thoroughness the merits and weaknesses of propositions and investments submitted to them as financial agents.

The investments, stocks, bonds, etc., they honestly recommend represent but a small part of the number brought to their notice and subjected to their rigid tests and scrutiny.

All this takes time, and costs money, but it builds up a clientele of satisfied investors, a following of which the United Securities Trustees are justly proud.

The inventor or promoter whose proposition or device has been accepted by the United Securities Trustees is assured of the fullest cooperation in every sense of the word.

Once a proposition is taken up by them, the United Securities Trustees devote time, money, energy and business acumen to making it produce the best results.

Their offices are always open to those seeking business consultation and expert advice.



480
LA
GRANDE

481.9
X Viaduct

482.3

486.7 RRX

488.1 RRX

489.2 RRX

489.5 RRX

490
HILGARD



LA GRANDE, OREGON

For Good Service, Go to the

STUDEBAKER GARAGE

We carry a full line of
Automobile Supplies
and Accessories

We Repair all makes
of Cars.

GASOLINE, OIL and
GREASE

OPPOSITE POST OFFICE

SAFETY FIRST—
SERVICE ALWAYS



ELECTRIC SERVICE STATION



WILLARD STORAGE BATTERIES

Recharged and Repaired

Starter, Ignition and Magneto
Adjustments and Repairs

Corner Main and Front Sts
Quincy, Wash.

PENDLETON

"The Biggest City of Its Size
the West"

Pendleton, Oregon, the
county seat of Umatilla County,
is located on the main line
of the Oregon-Washington
Railroad & Navigation Company,
216 miles east of Portland.

It is the junction point
of two branch lines of the same
road, one of which runs north
through Walla Walla to Skamania
and other Washington points,
and the other south to
Pilot Rock, Oregon. A branch
of the Northern Pacific Railway,
which connects with the
main system of Pasco, terminates
at Pendleton and trains
over this road connect with
the main line trains of the
Northern Pacific. Pendleton

491.9

493.6

507.4 R

508.5
MEACHEM

522.8
Cabbage
Hill

526.8 R

527.8 L

527.8 L

528.8 R

528.8 R

530
Ahead

533.1 R R X

533.1 R R X

534 R R X

535 R R X

is a passenger and freight division point on the "O-W." system. The freight terminal, which includes a "round house," etc., is located west of the city limits on the main line of the road. Pendleton's position, as regards railway transportation facilities, is thus obviously highly advantageous.

Pendleton is the leading commercial town and the natural distributing center for Eastern Oregon.

Pendleton's population is about 7500, but the mercantile stocks carried and the bank capital and deposits are on a scale far in advance of the average town of that number of inhabitants. This condition is due to the large scope of country surrounding and tributary to it. Pendleton draws trade in some directions from as far as one hundred and fifty miles, and the nearest town of equal or greater business magnitude in any direction is fifty miles distant.

PENDLETON, OREGON

STOP!

AUTO CLEARING HOUSE

Opposite Post Office

COMPLETE LINE

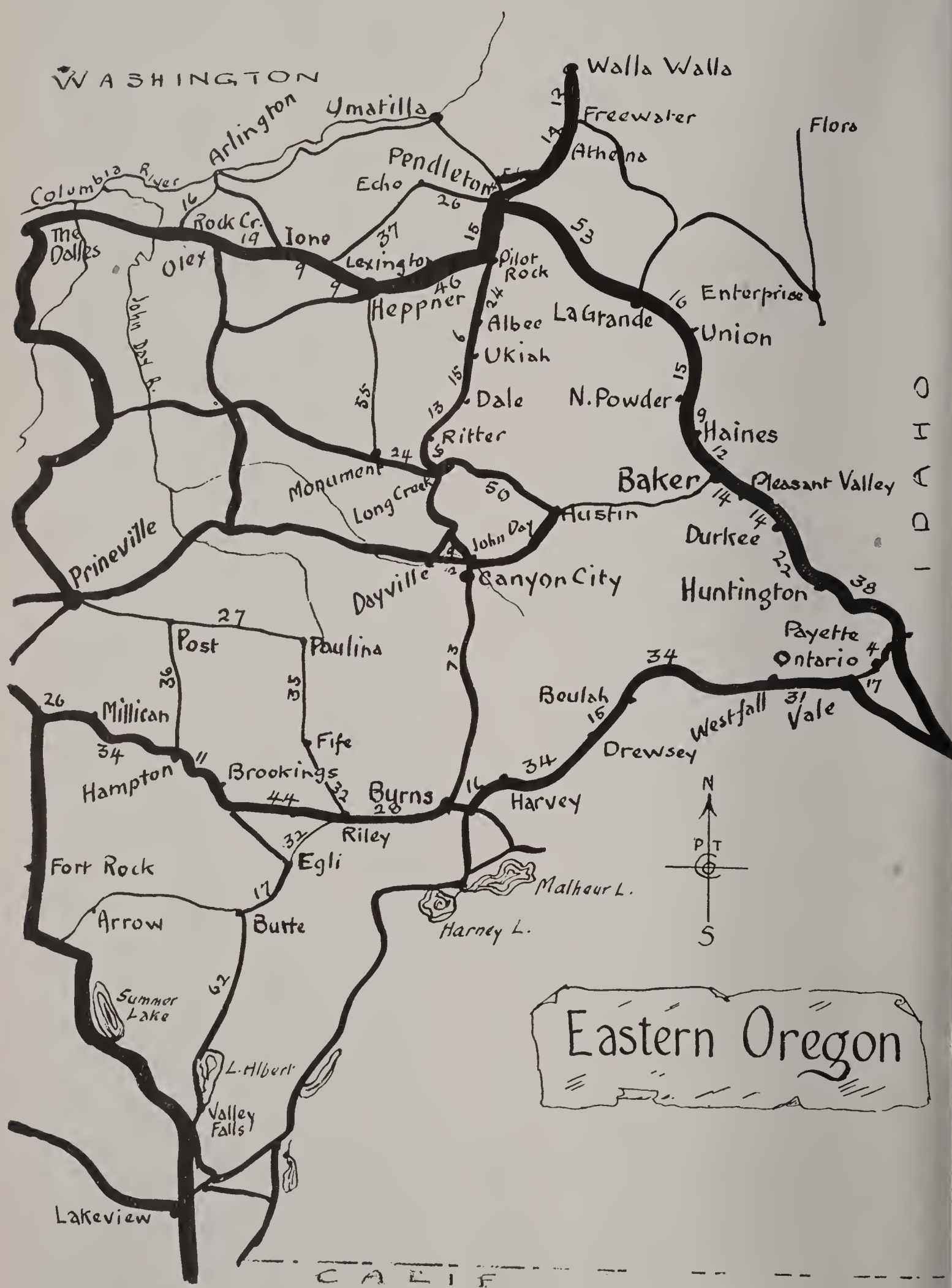
TIRES AND SUPPLIES

Parts for all makes of cars

OIL—GAS—GREASES

Our Service Cars at your service

Phone No. 755



Pendleton is the trading center and distributing point for the famous Umatilla wheat growing district. Over five million bushels of wheat, of superior quality, are annually produced in Umatilla County. No wheat producing land anywhere in the world surpasses that of this county in fertility. In spite of the fact that much of the land has been producing wheat continuously for about thirty-five years, no diminution of its fertility is noticeable.

Wheat farming on hill land, without artificial irrigation, is the principal industry of the county. The methods employed are modern in every way and, as a rule, on a large scale. The climate is such as to make harvesting by the use of "combined" harvesters practicable and that form of harvesting machinery is in almost universal use.

Besides the wheat growing industry there is a large amount of capital invested in the various branches of stock rearing. Sheep, cattle, horse and hog breeding and the subsidiary industry of hay culture, for feeding and fattening of these animals, are carried on commercially and profitably. Dairying is also rapidly assuming a position of importance in the list of the wealth producing occupations in the territory of which Pendleton is the trade center.

Commercial fruit production and alfalfa hay growing, on artificially irrigated land, particularly in the west and north parts of the county, are important factors.

The PENDLETON ROUNDUP is a frontier exhibition and festival which is held annually in September. It consists of a series of contests and races illustrative of the methods employed in western stock rearing and the lives, both as to work and play, of the men engaged in these pursuits. Fifty to sixty thousand people visit the show and are entertained at the hotels and homes of the town. When the population of Pendleton is taken into consideration (only 7,509) the magnitude of the task of entertaining such a number of guests is better realized. THE PENDLETON ROUNDUP is a community enterprise. ROUNDUP PARK, the place where the show is staged, including its buildings and improvements, is owned by the municipal corporation. The management of the show is in the hands of a corps of directors who donate their services absolutely without pay, even to the extent that all of the officers and directors buy and pay for the seats, at the show, which they and their guests occupy. Whatever profits are derived from the proceeds of the show are expended for the improvement of ROUNDUP PARK, with the idea of perpetuating it as a municipal park and playground.

During the evenings of the three days of the ROUNDUP an auxiliary entertainment, known as "HAPPY-CANYON," is provided for the visitors in Pendleton. This consists of a simulated pioneer frontier town in the western "cow country" and there visitors may participate in all the sports of amusement and entertainment common to the pioneer period. The latest addition to the improvement of ROUNDUP PARK is a public natatorium built in 1915 at a cost of \$11,000.00. This includes a reinforced concrete swimming pool equipped with specially constructed terra cotta life-rail and scum-trough, locker and dressing rooms for both men and women, showers, toilets, seats for spectators, etc. THE PENDLETON COMMERCIAL ASSOCIATION is an organization of the business men of the town and vicinity for mutual and community betterment.



00
Pendleton
Motor
Sales Co.

00 Over Br.

1.1

2 Black and
White
Trail sign

3.6

7.2
Road sign

9.3
Good road

PENDLETON, ORE ON

PENDLETON MOTOR
SALES, Inc.

MOTOR CARS

AND

ACCESSORIES

Just One Short Block Ea
of Hotel Pendleton

This is the natural stop-
place for discriminatin
TOURISTS

TIRES AND SUPPLIE
AUTO LAUNDRY

“Wet Wash and Dry
Cleaning”

SAFETY FIRST STORC
SYSTEM

REPAIRS
Made By Expert Mechar
DAY AND NIGHT

PENDLETON, ORE

OLDFIELD

AND

PETERSON

Completely Equipped
MACHINE SHOP

EXPERT
REPAIRS

By Real Machinists Wh
Know How.

Rear of the
OREGON MOTOR GARA

“Concrete for Permanence”



11.4
Black and
white trail

13.8 Ahead

22.8 Ahead
under trestle

23.6 ECHO
Garage

00 Echo
bridge

0.9 Beyond
Echo.
Oregon Old
Trail con-
crete post

2.7 Ahead

16
McIntosh's
sheep camp

The road from Pendleton to The Dalles is something of a geographical monstrosity. Until recent years but little attempt has been made to indicate the route by road signs. The "highway fever" has caught these solitudes, however, and it is now no uncommon occurrence to find at least three sets of road sign posts, each resplendent in its distinctive colors, informing the tourist of the existence of some through trail that has been dubbed a "highway."

With but one exception, that of the Old Oregon Trail, these signs mean very little except locally.

The Old Oregon Trail is marked by square posts of concrete, but they are too far apart.

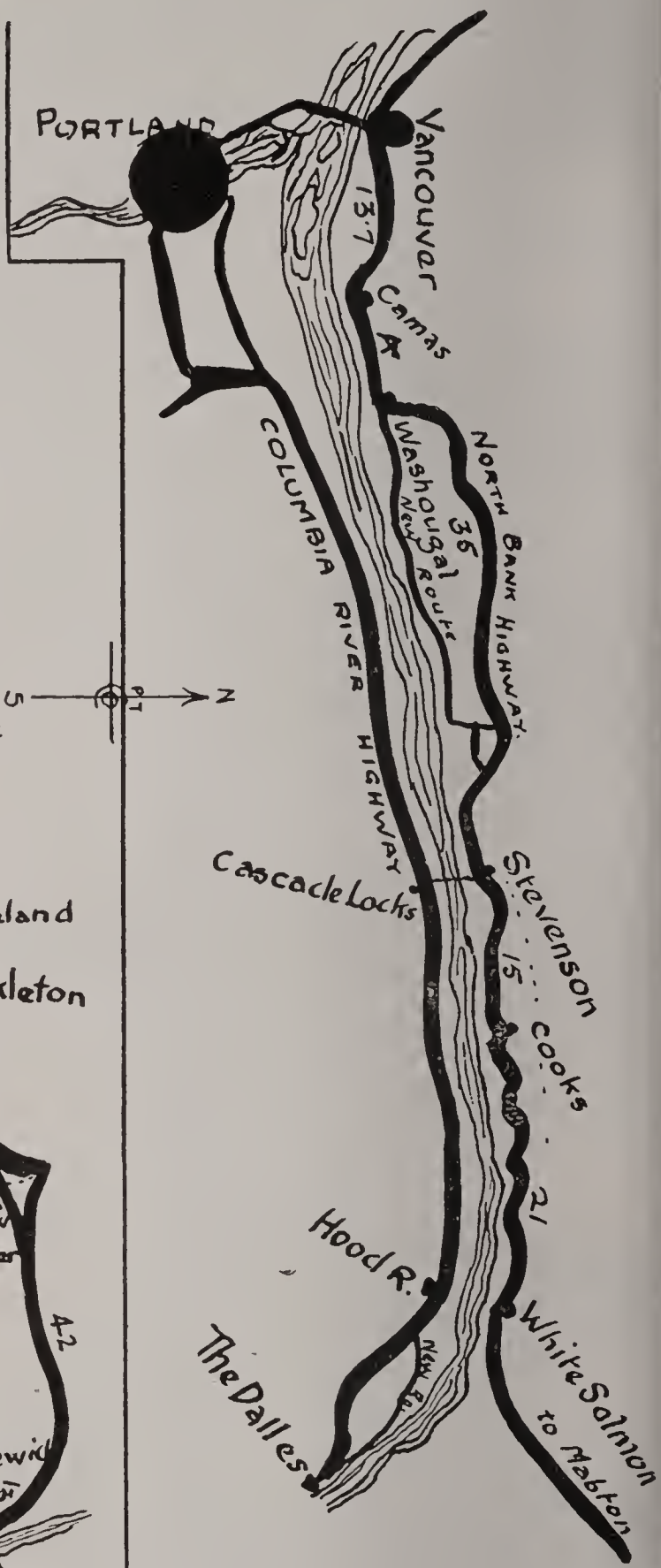
Out on the plains, there may be five or six roads all apparently in use, and nothing to show which is the right one.

The generally accepted rule seems to be to head your car in the general direction you know to be right, "give her the gun," and blaze your own trail through the sage brush until you strike a road that suits you.

Follow the Oregon Old Trail wherever possible; it is the least discouraging of them of them all.



White Salmon to Kennewick




North Bank Highway


Vancouver, Wn., to White Salmon:




THE DALLES
from Wasco
Road



THE
DALLES
and
Columbia
River



Leaving
The Dalles
on old Hood
River road.
(New highway
along bank of
Columbia
being con-
structed.)



Road sign




1 m. beyond
The Dalles



HOOD RIVER



HOOD RIVER



Columbia
River
from
Hood
River.

THE PHOTOMOBILE TOURIST CO.

will be glad to corre-
spond with several
high class salesmen.

We need only the
very best, as ours is a
unique proposition of
the highest order.

Such men need not
be **advertising** sales-
men, but must be clean
cut, well educated and
able to present our
business intelligently
and honestly.

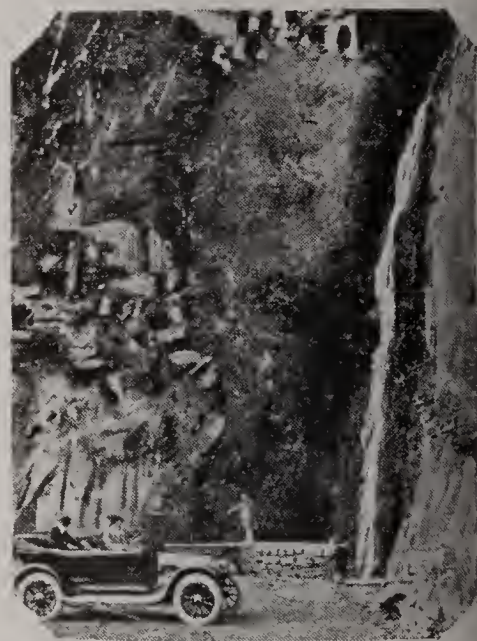
To a few such men
we can offer a very
attractive permanent
contract.

To the "light weight"
ad. salesman we have
nothing to say.

THE COLUMBIA RIVER HIGHWAY

The Columbia River is the most impressive feature of the entire tour from Pendleton to Portland via The Dalles. One never tires of the ever-changing panorama of this great waterway, which is as treacherous as it is beautiful.

The awful majesty of the bare perpendicular walls encountered beyond Wasco and at the foot of the Des Chutes canyon, is more than offset by the green acres that dot its shores near Maryhill. The great steel bridge near



the confluence of the Des Chutes, as seen from the "highway" six hundred feet above, is a spectacle enjoyed more by the passengers than by the chauffeur, for this road is narrow and bad.

There is little doubt that in the near future the splendid highway of the lower river will be continued beyond the Des Chutes, possibly right on to Pendleton. There is no

Columbia
River
at
Hood
River.

Underwood
Bluffs.

Mosier

CASCADE
LOCKS

0.7 below
Cascade
Locks.
This is the
famous
Columbia
River
Highway
leading
into
Portland.

5.3 beyond
Cascade
Locks

Columbia
River
from
above
Horsetail
Falls.

Near
Multnomah
Falls.



14



16.4



17.3



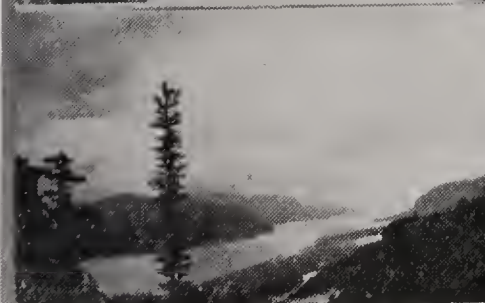
18.1



19.7



20.5



21.5
Columbia
River from
Chanticleer
Inn.

finer scenery, of its kind, in the world.

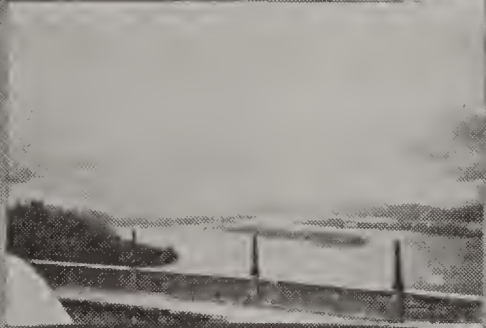
Tourists should make The Dalles a stopping place; the city itself is worth while. It has assumed some of the character of the great river on whose bank it stands, for it pursues the even tenor of its



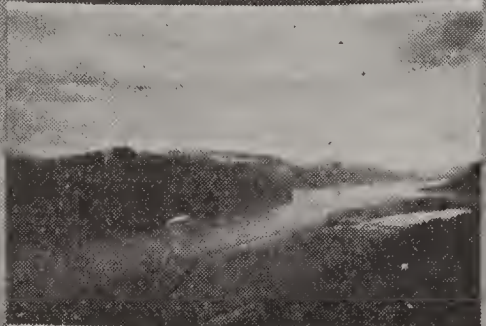
civic existence with sublime indifference to those industrial cataclysms that seem to characterize the larger centres.

It is the shipping point for a rich farming section. Just a few miles out of the city, eight if you follow the right road, is the largest apple orchard in the world. By all means pay a visit to this Dufur estate, and see the thousands of acres planted in symmetrical rows, the hills looking like the pictures of Chinese tea plantations.

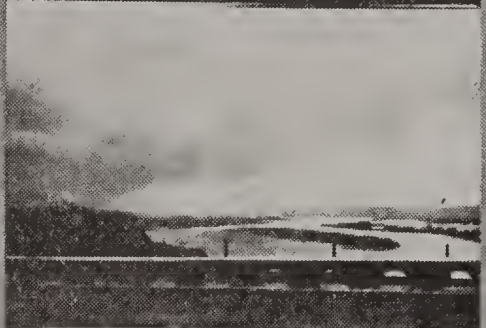


Chanticleer
Inn.Views from
Vista House.

24.4



26

The
following
pictures
show
between
scenes
26 M and
Multnomah
Falls

You will be shown several buildings in The Dalles which bear the high water mark of the Columbia. In one of the older hotels near the waterfront, the guests were forced to the third story one night by a sudden twenty-foot rise of the river.

But no matter how terrible is the Columbia in its greenness, it is always beautiful.

Books have been written on this theme, more will be written, but it is the despair of artists and their delight.

* * *

It has been a stupendous task to hang an automobile road on these precipitous banks, but it has been done. In no part of the United States is there a finer example of "dry masonry" than is seen in a dozen places along the Columbia River Highway.

The most skilled engineers from France, that country of perfect roadways, were employed in the work, which was exceedingly costly. Thanks to the personal interest of public-spirited citizens of Multnomah county, and to the timely assistance of very broad-minded financiers



employed in the work, which was exceedingly costly. Thanks to the personal interest of public-spirited citizens of Multnomah county, and to the timely assistance of very broad-minded financiers



e Columbia River Highway
is a fine example of
concrete surface.

the Columbia River Highway will stand for all time as one of the achievements of the century.

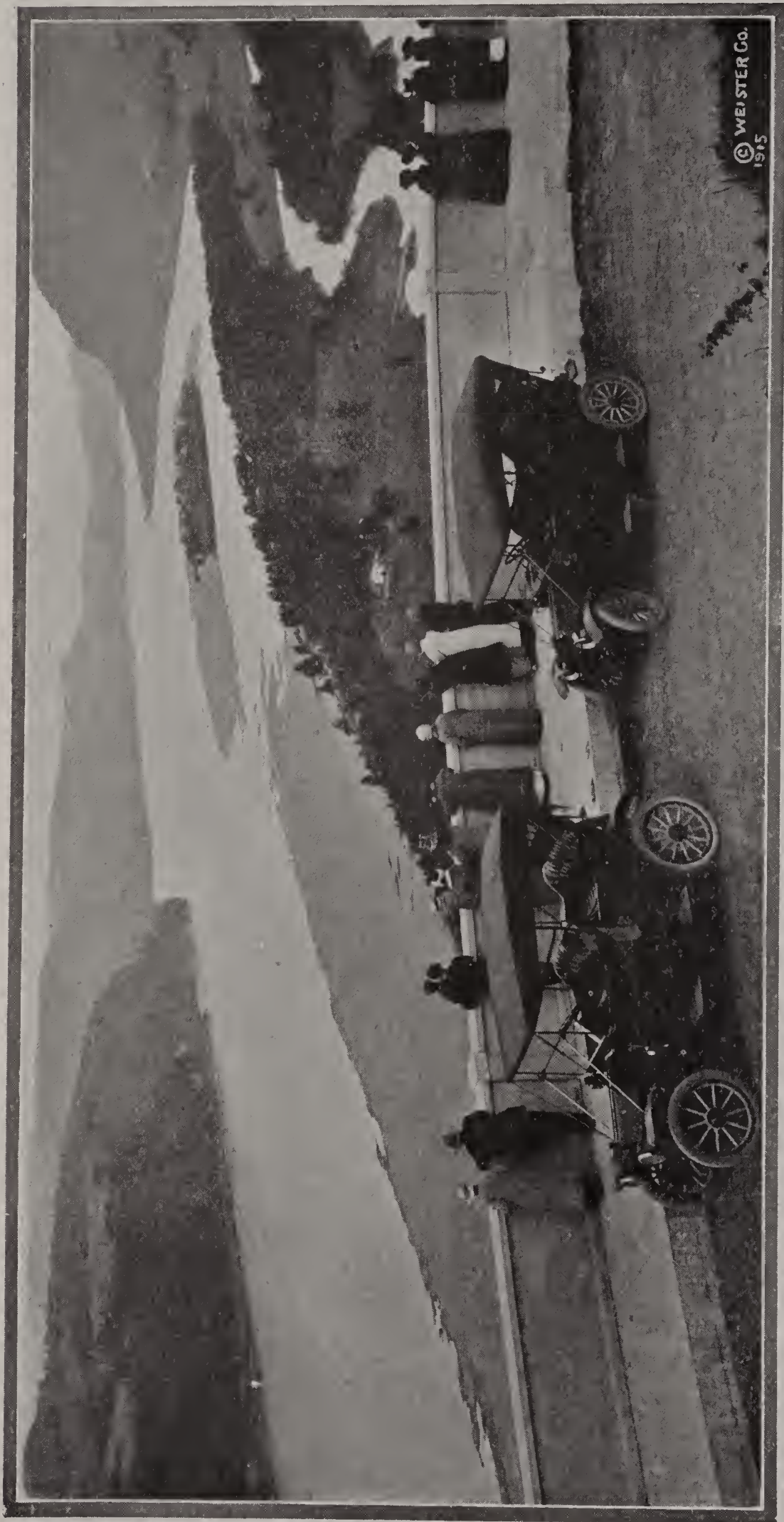
Those who know will always associate the joys of a drive over this wondrous road with the name of John B. Yeon, a wealthy unassuming Oregonian-French-Canadian - American of Portland, whose generalship in this great work



carried America "over the top" in a piece of the finest road building in the world.

It is useless to describe it. One must see it. And if you visit Portland and omit this trip, you do not deserve commiseration.





COLUMBIA RIVER HIGHWAY.

This stupendous undertaking is one of the finest examples of road engineering in the world. It is, in its entirety, beyond comparison with any road on this continent; one must go to the famous Swiss and French mountain highways to find a parallel.

The great embankments of solid "dry masonry," the numerous viaducts and tunnels, no two of which are alike; the even grade and perfect surface of the roadway, form-fitting adinnets to an endless series of none

The Pacific Highway

The standardizing of road signs, a consummation devoutly to be wished, seems to be far from realization, especially in the West.

Certainly the transition from trail to road, and road to highway, has been so rapid, that some of the pathways of the pioneers, in taking on their permanent form of paved roads, have lost their historic identity and have been tagged with high sounding euphonies that fit them badly.

Conspicuous, therefore, among these oft renamed and oftener misnamed automobile routes, is the greatest road on the Coast, whose name has been once dignified, descriptive and permanent.

The Pacific Highway is fast becoming a concrete embodiment of the wisdom of its sponsors, and being freed from the petty jealousies of the provincialistic bailiwicks of a decade or two ago, has assumed the magnitude of an international artery, throbbing with the industrial and social interchange of three peoples.

A run over this route in its entirety affords first hand information of the varied attractions of the Pacific States, the industrial achievements of the great seaports, the universal prosperity of the agricultural communities, the dormant mineral assets, the phenomenal results from scientific irrigation and intensive cultivation, the matchless beauty of the Northwestern scenery and the sunny skies of California.

It is not a far fetched belief that the advent of the motor car, which presaged and preceded the concrete road, has all but destroyed that selfish self-interest which made every community a booster for itself and a knocker for its neighbor.

The Oregonian no longer wastes his vituperative vocabulary in schematising "that dried up California," the Washingtonian has forgotten his scurrilous diatribes about "Our Lady of the Snows," and the Californian himself has become broadminded enough to know and state that there is no fishing on earth superior to that of the Great Northwest.

This volume of the Photomobile Tourist covers but a part of the Pacific Highway, as it does not take in any point south of the California-Oregon line. But it carries the tourist through the dairy farms of the North, the timber reserves of Washington and Oregon, the fruitful valley of the Willamette; it reveals hundreds of miles of Puget Sound, that great inland sea of indescribable beauty; it threads its sinuous course along both banks of the mighty Columbia—that treacherous giant of floods that mars its map in a night; it passes through a score of sleepy towns, through a hundred orchards, immaculate in their neatness, through canyons deep and over stretches of desert awaiting the magic touch of irrigation.

And this great North and South road is fast becoming as important a factor in the development of the Northwest as the railroad itself.

The strategic import of this road is such as to make it one of the greatest military assets of the West.



Vancouver to Portland

SEATTLE TO CANADIAN LINE

THE Pacific Highway north leaves Seattle by Eastlake avenue and the beautiful new Latona or University bascule bridge, a miniature of the famous Tower Bridge over the Thames in London.

It would be omitting a most interesting feature of the trip to pass the University of Washington without a visit.

The bitulithic pavement of the highway makes good going for every car from a Ford to a Rolls Royce, and adds to the enjoyment of the run around the northern arm of beautiful Lake Washington, seen at intervals on the right.

As far as Everett, there is no point of great interest except Silver Lake, summering place for Seattle and Everett folks. The road thus leads through what is known as logged-off land, some of which is being rapidly improved and converted into chicken farms.

Just beyond Everett the road forks, and the big sign board gives detailed information greatly appreciated by the tourist.

From this point to Mt. Vernon the country is agricultural, with logging being the principal industry.

Mt. Vernon is one of the most charming little cities in the state.

A detour starting from a mile north of this point is described elsewhere, and should be taken by all means as a return route to Everett, as the varied scenery is any inducement to the tourist.

Between Mount Vernon and Bellingham the country is rolling, with some forest, and the exquisite Samish Lake, with an enviable reputation among anglers.

Between Bellingham and the Canadian border the concrete highway leaves nothing to be desired.

If you are a careful driver and can negotiate a narrow road with many curves, do not miss the famous Chuckanut Drive, or to give it its more respectable title, Waterfront Road. The view of the Sound and the San Juan Islands is superb.

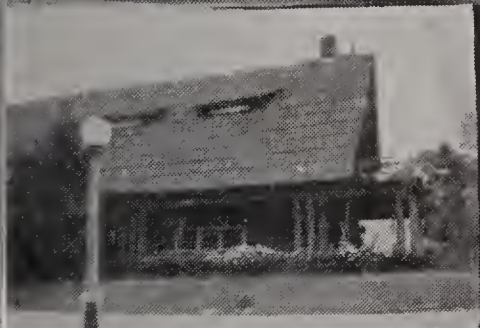
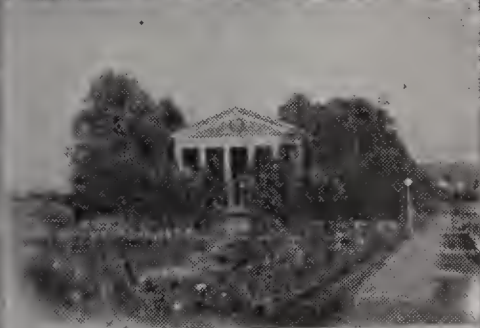
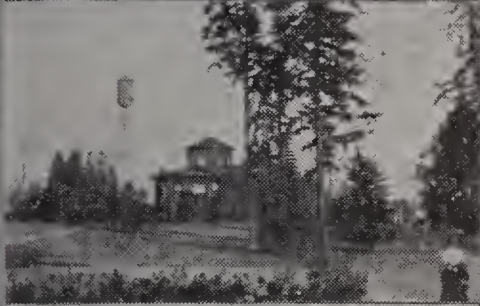
Arriving at Blaine, the border town, the tourist should acquaint himself with customs regulations if he intends crossing into British territory. The officials both of the American and Canadian customs are courteous and personified, but that is no reason why one should not save them all the necessary work by reading over the forms one is expected to fill out. They are very simple, though detailed, but they are as a child's primer compared with an income tax report or one of Uncle Sam's army questionnaires.

And, above all, be sure to keep on the correct side of the road in Canada. Ask the man; at present left is right, and right is wrong, but there is talk of adopting the American system, so be guided by those in authority. Start **right**, even if that be **left**.



BIRDSEYE VIEW OF
GREATER SEATTLE
AND VICINITY

Published by THE KENNEDY Co. Seattle



SEATTLE
U. of W.
Forestry
Bldg.

SEATTLE
University of
Washington
Music Hall

SEATTLE
Administration
Building,
U. of W.

SEATTLE
U. of W.
Men's Hall

SEATTLE
U. of W.
Campus

SEATTLE
U. of W.
Columns



VISITORS TO SEATTLE

will find the FREDERICK & NELSON store, with its unusually comprehensive service facilities, a pleasant and convenient rendezvous during their stay in the City.

Among the many facilities which will be found convenient by tourists are:

The Tea and Grill Rooms, fifth floor;

Hairdressing Department, fifth floor;

Writing and Rest Rooms, fifth floor;

Baggage Check Room, first floor;

Ask Mr. Foster Travel Information Office, first floor;

Individual Service Bureau (personal shopping assistance), first floor.

Guides will be furnished upon application at the Ask Mr. Foster office, to conduct visitors through the store.

AT FIFTH AVENUE AND PINE STREET

Everett, Washington

This wonderful city is located thirty miles north of Seattle, on the waters of Puget Sound, with a paved highway all the way from Seattle. It is the County Seat of Snohomish County, and is one of the most modern, up-to-date cities on the Pacific Coast.

Everett has a commission form of government. The city was founded thirty-one years ago right in the dense forest, and has grown during that period of time from a few sturdy pioneers of the forest to a modern city of 40,000 population.

The chief industries of this young city are shingles, lumber, and lumber products, paper, steel and iron industry, fish and fruit canning. It bears the distinction of being the largest shingle and lumber production center in the world.

Everett's schools and churches are among the best of any city of this size in America, and its citizens point to them with civic pride.

There are few cities in America that possess as many points of interest in their immediate vicinity as Everett, located as it is at the mouth of the Snohomish River, with salt water on one side and fresh on the other, the numerous islands where fishing and outdoor life is ideal, more than forty fresh water lakes and excellent mountain streams within a few miles of the city, filled with trout and other fine fish, with cement paved roads leading to all points of interest—it is a tourist paradise.

The city has several good hotels, and the Commercial Club has on its mind the erection of a modern house that will add another step to the city's beauty and progress. The Mitchell Hotel is the headquarters of the Automobile Clubs.



EVERETT, "THE CITY OF SMOKESTACKS"

EVERETT,

WASH.

W. S. GUY MOTOR SALES CO. GARAGE

One of the most modern and well
equipped garages on the

PACIFIC HIGHWAY

FIRST CLASS MACHINE SHOP

EXPERT REPAIRING

FIREPROOF STORAGE

LUXURIOUS
REST ROOM FOR LADIES

Complete Line of
PAIGE
TRUCKS

3020 Rucker Ave.

These
pictures run
from Bothell
to
Kirkland.
10 beyond
Seattle via
Madison
Ferry .R

10.2 S. C.

10.9 S. C.

13.9

15

15.5
KIRKLAND

The road from Seattle to Everett is
well marked.

The simplest way to start right is
take the headquarters of the West-
ern Washington

AUTOMOBILE CLUB

University near Fourth, your zero read-
ing or Frederick & Nelson's as an
alternative. Follow the Auto Club
signs. Another route is by the
Madison Ferry, and the new Kirkland-
Bothell Highway, as shown above.

From Bothell to Everett there is no
diversion from the paved road.

MILEAGES ARE
FROM HOTEL
MITCHELL
00



1 EVERETT



2 Bridge



3 RRX



3.7



5 T. L.



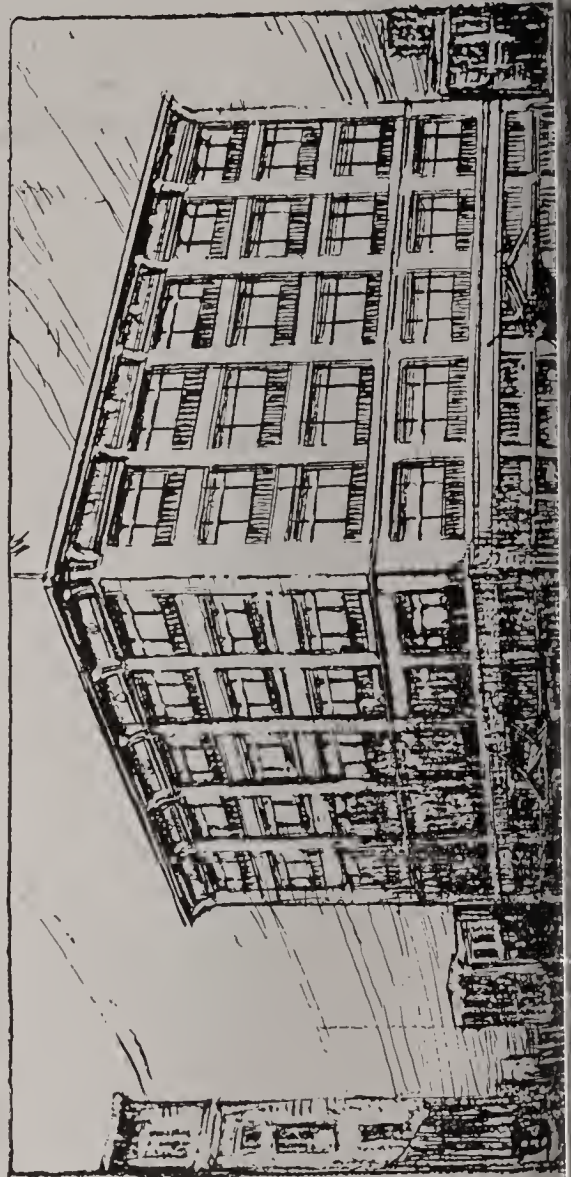
5.7



6.5

EVERETT,

WA



HOTEL MITCHELL

Everett's Only First-Class
Hotel — 100 Rooms
Cafe in Connection

EVERETT,

WA

New Fireproof
GARAGE

EVERYTHING FOR YOUR C

**PADDOCK-FOWLE
AUTO CO.**

California at Wetmore

Studebaker Agents

Concrete Roads
Are
Good Roads



7 Bear R.



8 RRX

There is little danger of losing the trail here, as the CONCRETE ROAD is the highway route. All cross-roads and laterals are very clearly indicated by road signs.

11
MARYS-
VILLE

11.5

13

The city of Marysville was founded in 1890. It has a population of 1800. The principal industries are shingle mills, and cedar siding mills. One of the former alone has an output 1,250,000 shingles per day.

The Tulalip Indian Reservation is near here; the drive to Priest Point, Mission Head Beach and Tulalip village and return is full of interest.

Marysville is the headquarters for salmon trollers, the best fishing banks being out in the deep water about ten miles from the shore.

Fine hunting and fishing are afforded in the foothills reached by excellent roads.

A new highway will soon be available between Everett and Marysville, shortening the distance by nearly five miles.

A very live newspaper, the Globe, is issued weekly.

MARYSVILLE,

WASH.

CURRIE HOUSE

QUALITY, QUANTITY
and

GOOD SERVICE

Characterize Our Meals.

COMFORTABLE BEDS

MODERATE RATES

EDWIN F. KELLY, Prop.



11

13

13.7 RRX

14.7

18
Road signs

20 T. R.

20.7 T. L.

Arlington
Note: The
detour is
described un-
der Arlington-
Granite Falls
caption.

EVERETT,

Kane & Harcu PRINTER

The highest class of work at
moderate prices

PROMPTNESS
AND
SERVICE

have helped us build
up a business and
cure a permanent
entire of discriminating
concerns.

We maintain and operate
most complete mailing service,
covering the entire United
States for specific industries.

Books, Catalogs,
Folders, Blotters

Anything and Everything
that goes to make up

Good Printing



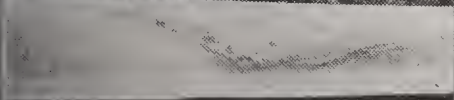
24. The old
and the new.
Highway
bridge under
construction



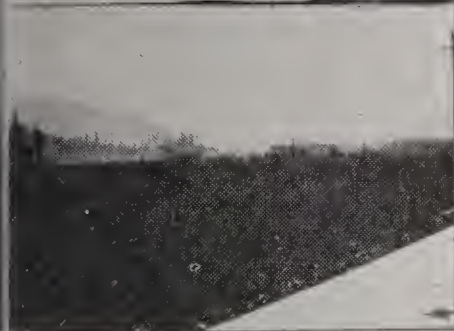
25



27 T. L.



27.4



28.5



29



31
STANWOOD

UNITED SECURITIES TRUSTEES, FINANCIERS.

1526 L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON

Mt. Vernon was founded in 1880, and has a population of 4500.

Its most important industry is the production of condensed milk. The dairying industry of the surrounding district is almost wholly taken care of by the two great condensaries of the Carnation Company.

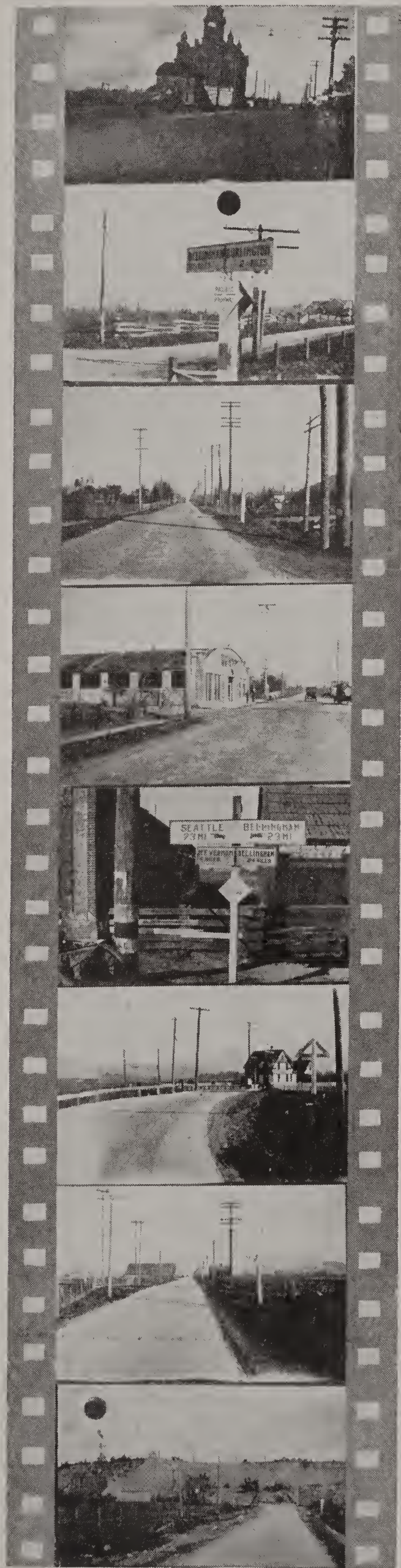
Mt. Vernon has also a rolled oats factory.

Fine hunting and fishing make it a sportsman's centre. The lakes and streams nearby are well stocked with fish.

The city has no less than eighteen garages* and four hotels.

An up-to-date auto camp ground is being laid out.

Concrete for Permanence"



VT. VERNON

2 beyond
Mt. Vernon

3.6

3.9

4

5

5.3

7 L

The Technical Department of the Photomobile Tourist Company will require the services of several assistants in routing photography and logging automobile tours. Pacific Coast states

Those owning Ford or other light cars preferred.

Photographic experience is not essential. The work is light and pleasant, and positions will be permanent, at good remuneration.

Make first application by letter, addressed to Technical Department, Photomobile Tourist Company, 1526 L. C. Smith Building, Seattle, Wash.

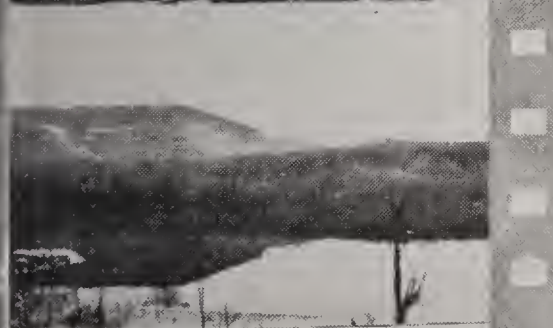


12



14

FINE FISHING IN SAMISH LAKE



LAKE SAMISH

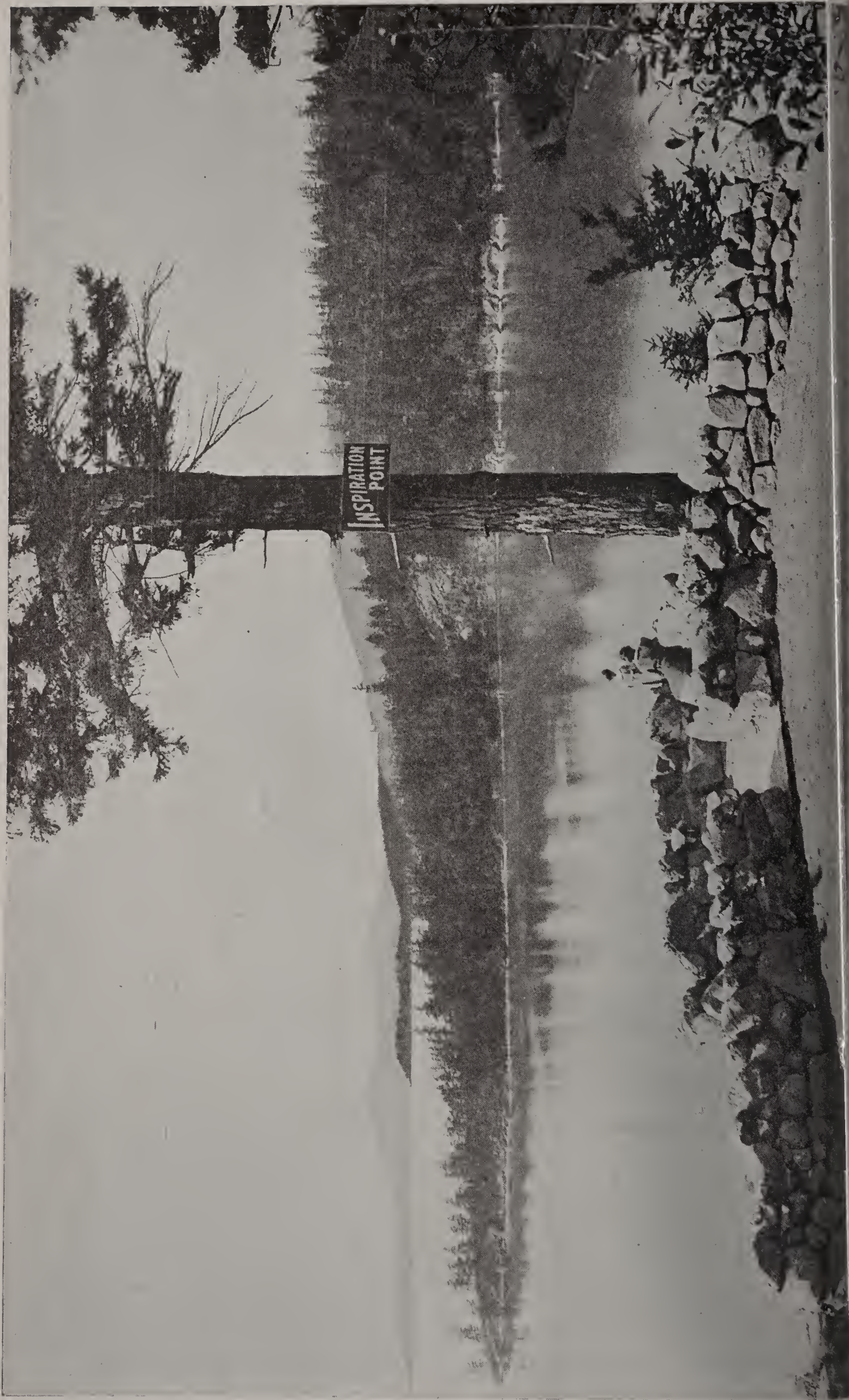
These pictures of Lake Samish show the general character of the scenery. The road leads along the bank above the lake and into the timber. Excellent fishing.

Bellingham, Washington, the county-seat of Whatcom County, is located in the N. W. section of Washington on the Eastern shore. It has a present population of 37,500, with an equal number of people in its trade territory. Bellingham has railroad, water and interurban transportation. It has three trans-continental railroads, the Great Northern, Northern Pacific, Chicago, Milwaukee & St. Paul. The interurban runs from Bellingham to three of the most important towns in the county south, then the harbor, which Admiral Sigsbee characterized as "the best natural harbor on the North American continent," furnishes water transportation to all important points on Puget Sound and the outside world.

Bellingham has the mayor and ward system of government, which admirably serves local conditions. The educational facilities are excellent.

The city has 4 banks with assets of over \$9,000,000. The city owns its own water works and has 145 acres of public parks. There are three daily newspapers and three weekly newspapers.

Attractions for tourists in this section of the country are found about Mt. Baker on the East; Puget Sound and San Juan Islands on the West; Canada on the North and fine streams and lakes for fishing, boating and bathing on all sides; making this section a veritable paradise for tourists. Bellingham is the retail and wholesale center of Northwestern Washington.



THE TOURISTS' PARADISE

By P. E. MAGRUDER

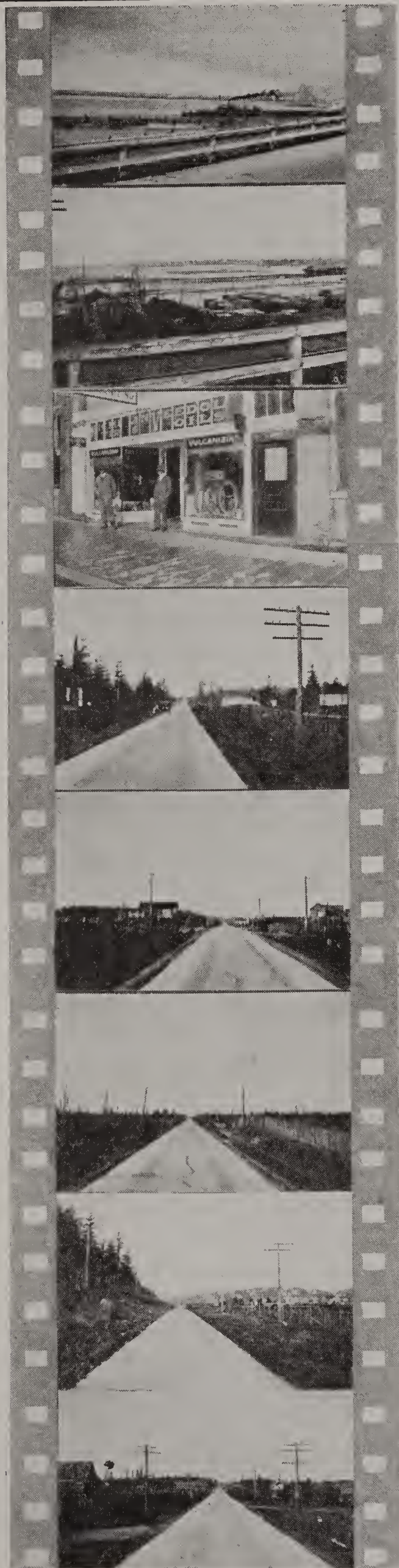
The "summer playground of America" is a true characterization of the great Pacific Northwest. And no part of it can offer quite such a variety of charms as the territory immediately tributary to Bellingham. Within easy reach is practically everything that the tourist or sportsman could desire—a veritable paradise. With beautiful roads, mountains, forests, streams, lakes, islands, fresh and salt water boating, hunting and fishing, game of all kinds, good hotels and beautiful resorts, picturesque scenery and gorgeous sunsets, one need never spend an idle moment or suffer a second from ennui. From morning till night, and even some, there is something interesting or entertaining to do or see. Roads in Washington, for the most part, are well improved. There are every few stretches where the motorist cannot make the thirty-mile-hour limit. Around Bellingham there are over fifty miles of paved roads and all the other main roads are well graveled so that it is a real pleasure to drive over the Whatcom county system of roads. Bellingham is on the Pacific Highway and about midway between Seattle and Vancouver, B. C., making it an ideal headquarters for the stop between the cities on a through tour.

Once in Bellingham there are a number of side trips you will want to make before leaving the city. By all means you should take a trip to Mount Baker, whose everlasting snow-capped peak bids you always welcome to this country. On its sides you will find Heliotrope Ridge, covered with myriads of flowers; Mazama Park, Mazama Lake, Sky-Line, and dozens of glaciers and hundreds of beautiful vistas. If mountain climbing is new or old to you, you will enjoy this wonderful mountain. Or perhaps you like to fish. Ah! Search for years and you will never find a better spot. Which do you like best? Fly fishing for trout in mountain streams? Trolling or bait fishing in crystal clear lakes? Or the more strenuous sport of the larger salt water fish? They are all to be had near Bellingham. Make your choice and then enjoy yourself.

On the other hand you may enjoy bathing or rowing better. Very pleasant. Would you prefer fresh water lakes or salt water? A dozen beaches along the shores of Puget Sound offer splendid opportunities for water bathing. Squilicum Beach, Birch Bay, Semiahmoo, or any one of the hundreds of islands will be glad to have you laugh and play along their shores. Probably the best place for rowing or canoeing is on Whatcom Lake, just at the eastern city limits of Bellingham, a lake nine miles long and sometimes as much as a mile wide. In the center is San Juan Island, a beautiful place to take a basket lunch.

And you will always regret it if you leave Bellingham without taking a day's repose among the beautiful San Juan Islands, which lie right at the west end of the city. At many places on these islands one may secure a room and excellent table board at reasonable prices. There in God's quiet out-of-doors, away from the tumult of the business world, one finds a real relaxation and enjoys communion with nature. If it is a real rest you want, good country meals you want just once more, take the tip and go to the San Juan Islands.

It would not be fair to write about Bellingham without saying a word

Near
BELLING-
HAMBELLING-
HAMBELLING-
HAM2 north of
BELLING-
HAM

3

4

4.5

5

for the exquisite sunsets
summer. But let an eager
muse tell her impression:
"Fair Nature has pictured
most lovely

"In earth and in sky and
in sea;

"She has shown in all her
and aspects

"Her beautiful vista
me.

"But there's nothing at
all her treasures

"Of sky and rich water
way,

"Surpassing the vision
showed me

"Of sunset on Bellingham
Bay."

Should you be looking
a series of charming scenes
along a tour of some distance
giving careful consideration
to the Georgian Circuit
which goes around Puget
Sound and a portion of the
Gulf of Georgia. By passing
through a portion of British
Columbia, the tour is given
an international touch which
is pleasing to the tourist
while the 400 miles of the
Georgian Circuit is a most
picturesque and enchanting
sight.

BELLINGHAM, WASH.

Don't worry about your tires
All you need remember
is the location of

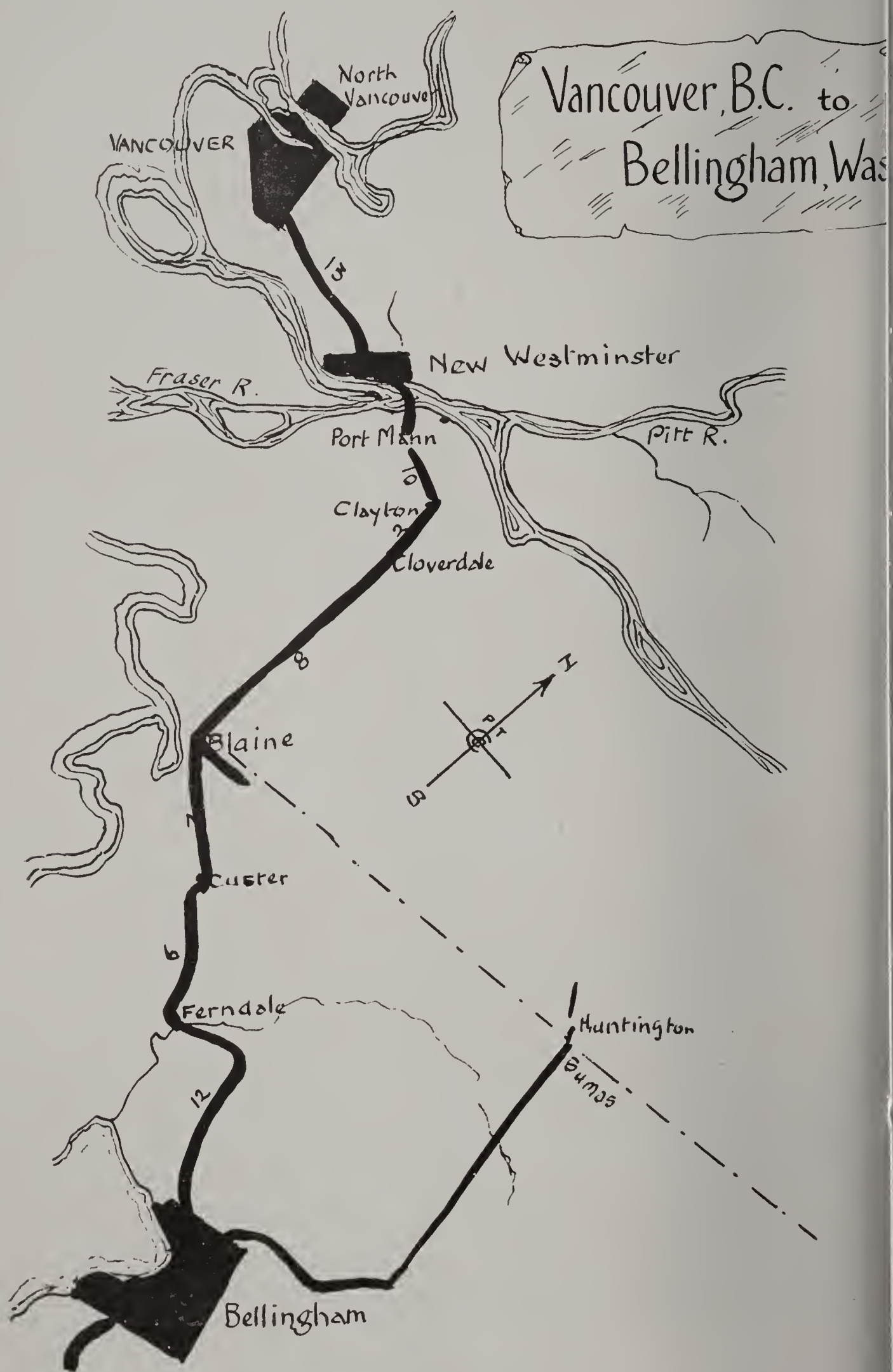
KLUGE VULCANIZING SHOP

102 PROSPECT STREET
Bellingham, Wash.

We dearly love a big blow-out
SO COME ON IN



A BUSINESS STREET IN
BELLINGHAM,
WASH.



15

Beyond
Bellingham

18.4

18.9

19.2

20

20.2

20.7

American tourists visiting Canada for the first time will save themselves much time and some inconvenience if, on arrival at Blaine, Wash., they will proceed at once to the U. S. Immigration Office, just beyond the hotel on the main street, and obtain a blank form which the government requires to be filled in before the tourist is allowed to cross the international boundary. The details are slightly altered from time to time, but all information can be readily obtained, and the officials are always ready to give any assistance; that is why it is only right to save their time by following the course suggested above.

(ED.—P. T.)

**U N I T E D
SECURITIES
TRUSTEES,
FINANCIERS.**

**1526 L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON**



LAKE SAMISH DRIVE,
NEAR BELLINGHAM,
WASHINGTON

20 North of
Bellingham

21.5



22

23
BLAINEBlaine
GarageBlaine
AheadBlaine U. S.
Immigration
OfficeBlaine
Canadian
Immigration
Office

At the international boundary, you will cross into British territory. The tourist is allowed a thirty days' stay in Canada, which period may be extended by application, before being required to take out a Canadian license.

American motorists should be very careful to observe the Canadian road rules, such as driving on the left side, etc. This particular clause may be altered very soon, as there is a movement on in British Columbia to have the road laws modified to meet American standards. The entrance fee is nominal, 80 cents during the day, and \$1.00 at night.

American tourists are required to register on arrival at Vancouver, B. C. Full particulars will be supplied by the Canadian Immigration officials at the international boundary.







The motorist who drives past the sign post shown in the picture at the head of this column and omits the detour indicated, will miss some of the most wonderful marine views imaginable.

This is the famous Waterfront or Chuckanut Drive, and once headed right as per the sign post, there is no possibility of getting off the road unless one cares to end it all by leaping the low parapet and dropping a few hundred feet into Puget Sound.

From Inspiration Point, the second picture in the series, a splendid view of the San Juan Islands is afforded, and mile after mile of the road this panorama changes, every rounded headland revealing new wonders of sea and sun and sky.

The road leads to Edison, a small station where one turns Left and from that point the surface is poor, but leads in a very few miles back to the highway north of Vt. Vernon.

CAUTION—Chuckanut Drive is tortuous and narrow. There are places where it is difficult for two big cars to pass, but the exercise of due care will leave a good margin of safety. **DRIVE CAREFULLY.**







MT. VERNON
Skagit
Battery
Company



MT. VERNON
Bingham
Service
Station



1.5 beyond
Mt. Vernon



4



9.3



10.4



11



12

MT. VERNON, WASH.

SKAGIT BATTERY COMPANY



Usual Willard
Facilities

Where All Tourists Stop

MT. VERNON, WASH.

BINGHAM SERVICE STATION

Oil, Gas, Grease
Accessories and Auto
Supplies

Tires and Tubes
Vulcanizing



1 Ahead

1.3 T. R.

1.3 Signs

3.6 Trestle

4.2 T. L. for
Sedro Woolleyas next
picture4.4 Along
Sedro Woolley
Road4.4 T. R. for
continuation
of Mt. Vernon
lateral
on which
pictures
are taken.

Skagit County is situated in northwestern Washington, 25 miles south of the national boundary. It is 100 miles in width north to south, and extends from the eastern shore of Puget Sound to the summit of the Cascade mountain range, a distance of 78 miles, and also embraces a number of islands in the Strait of Juan de Fuca. It has a land area of 1,011 square miles, or 1,011,000 acres; 295,000 acres of which has been logged off, and 758 acres of the remainder has been cruised by county cruisers, showing 400,005,000 feet of valuable standing saw timber, besides poles, piling and bolt timber. The cutting, manufacturing and exporting of which employ thousands of men many years, and in addition to adding to the wealth of the county, will furnish a home market for much of its products. The county is named after the Skagit River, the largest river in western Washington, 135 miles in length, which traverses the center of the county from east to west, and in its broad valley and wide delta has formed the largest and richest soil area of agricultural land in the state. The climate of the valley is mild and equable. The records of the U. S. Weather Bureau for the twenty years show that the mean winter temperature is about the same as that of North Carolina, northern Georgia and Arkansas,



4.9



5.3 RRX



5.8


6.3
CLEAR
LAKE

IF YOU ARE A
NATURE-LOVER
READ PAGE
156



7 L.



7.6



8.4

not subject to as great fluctuations, the average daily range being 9 degrees; the average temperature for December, January and February being 38 above. The summer temperature averages 72.5 degrees maximum, while an average minimum temperature of 51.5 degrees insures healthful and refreshing sleep. The average annual rainfall is the same as that of New York state, 46 inches, but more equably distributed, principally falling in gentle showers during the cooler temperature at night. Heavy, drenching rains and thunder storms are extremely rare. Comparatively but a small portion, about 50,000 acres of these rich lands have been put in cultivation. Apples, pears, plums, prunes, cherries, quinces and English walnuts are very prolific and all varieties of berries flourish and bear phenomenally. In fact, all the fruits and vegetables of the temperate zone do well with the exception of grapes, melons and tomatoes, which grow luxuriantly but do not ripen well for lack of sultry heat. The mild temperature during the winter months, snow seldom falling oftener than once or twice in a winter, or remaining longer than twenty-four hours on the ground, with green pasturage the year around, and the heavy yield of all forage crops makes this an ideal stock and dairy country. Two milk con-

10 BIG
LAKE10.6
Logging
Camps

11. School



11.9



12.5

12.9
CLEAR
LAKE

13.1 Trestle



14

densers, one of them the largest on the Pacific Coast with a capacity of 350,000 pounds of milk a day, besides numerous creameries in the area and the convenient rail and water connection with the cities of Bellingham, Everett and Seattle, furnish convenient and profitable markets for milk and cream, and attention is being given to dairying each year. Cattle and poultry are raised by many dairymen and are profitable.

Sedro-Woolley, the business heart and principal logging and trading center of the county, is located on the Skagit River twenty miles above the mouth, at the junction of the Northern Pacific, Canadian Pacific and Skagit branch of the Northern, Puget Sound and Skagit River and Lewis and Clark roads, and Skagit-Whitcomb Interurban. It is the base and trading point for the logging camps and factories employing 3500 well-paid men, with an annual payroll of \$3,000,000; has a population of about 3,000, two savings banks with combined deposits of \$1,000,000.00, divided among 2700 depositors. It is surrounded by a rich logging and dairy country and has a milk condensing plant, creamery and fruit and vegetable cannery. This is concentrating a large manufacturing and shipping position on the Sound, with



14.7



McMURRAY



17.3 *



18 *



19.4 *



21.4 RRX *



23 *

Good Road Boosters
Are
Concrete
Enthusiasts

must be supplied with produce of all kinds, making an excellent and growing home market for Skagit County products. The citizens are energetic and progressive, being largely people from the Middle West, who have come to Puget Sound to push their fortunes in the wider field of a new, rich and rapidly developing country. To all such, Sedro-Woolley offers a welcome and opportunity to secure a footing in the last section to be developed and the richest in natural resources in the United States.

It will be noticed that the Photomobile Tourist, in logging its routes, takes no cognizance of county boundaries.

These mean but little to the average tourist, and are of more significance to the residents of the counties themselves than to visitors.

It may be stated, however, that Snohomish county which you are now entering, has endeared itself to nature-loving tourists by hard-surfacing its roads with a lavishness of expenditure that would do credit to a state.

The following list is selected from the scores of such places, for the information of the tourist.

These chosen spots are not laid out by city authorities, nor supplied with such elaborate equipment as those of say Boise and Spokane.

Camping Grounds

Granite Falls—The flat immediately below the falls.

Tulalip Bay—Fine bathing beach; interesting environment.

Pheasant Lake—Southeast of Maltby; surrounded by timber.

Darrington—Beauty spots along the Sauk River.

Hazel and Oso—Both localities offer superior attractions.

Index—The Skykomish River opens up a wonderful field for campers. Excursions to Lake Serene and Galena and mountain climbing some of the attractions.

North Fork of the Stillaguamish River—Scores of beautiful spots may be selected by tourists in following this picturesque stream, scarcely a mile is traveled that does not produce attractions.

Reiter—For those who like woodland camping, this locality prove interesting. From Reiter, situated Between Gold Bar and Ingle Creek, walks may be made by Lake Isabell, Lake Crescent and Wallace Falls. Gems among Snohomish County's scenic beauties.

Sultan River—Many attractive camping spots are to be found along the Sultan River from the town of Sultan to Sultan Basin.

Between Arlington and Stanwood—Numerous luncheon camps along the Stillaguamish River between these two towns make this region popular.

Miller River—Within a few hundred feet of the Cascade Scenic Highway near Berlin there lies an ideal camping spot, convenient and sheltered. Here, at the mouth of the stream, is a grove of trees and grassy park hard to beat, from the camper's standpoint. Miller River runs on one side of this location and the Skykomish River tumbles along the other side. The campsite is sheltered from winds. The two rivers named also Money Creek and the Beckler River are easily accessible.

East of Index—The opening of the Cascade Scenic Highway has made available from Snohomish County new, charming and hitherto unreachable motoring camp grounds, distributed along the mountain miles of the Skykomish River, a wildly beautiful country.

Where Fishing is the Best

In practically every stream and lake through Snohomish County good fishing is obtainable. The following whipping grounds constitute a few of the best known localities:

Lake Stevens—Trout, bass, perch. Boats.

Pilchuck Creek—Trout.

Lake Roesiger—Trout. Boats for rent.

Lake Chapman, two miles from auto road—Trout. Rafts.

Woods Lake—Good trout fishing.

Meadow and Chain Lakes—Good fishing. Boats on Chain Lake.



Lakes Fontal and Hannah, 2 and 3 miles from road—Good fishing Rafts.

Elwell Creek—Good trout fishing.

Tomitt Lake, 2 miles from Elwell Creek and auto road—Small trout.

Woods Creek—Fair trout fishing.

Olney Creek, Wallace River and May Creek—Good trout fishing.

Lake Ki, Lake Crabapple, Lake Cranberry, Lake Shoecraft, Lake Howard, Lake Martha—Good early trout fishing. Boats for rent on Lake Martha.

Silver Lake, Martha Lake—A few trout.

Lee's Lake—Good fishing.

Lake Stickney—Fair trout fishing.

Lower end of Snoqualmie River—White fish.

Up North Fork of Stillaguamish and tributaries, Monte Cristo a
Leave autos at Granite Falls, take Hartford-Eastern train; r
good fishing.

Scenes of Special Interest

Falls of Stillaguamish River near Granite Falls.

Fine peaks and granite quarry at Index.

White Horse Mountain on the Darrington road.

Government lighthouse on beach at Mukilteo.

Tulalip Indian reservation and its government buildings.

Drive through giant cedar tree near Silvana.

Weyerhaeuser mill in Everett, finest equipped in the world.

State salmon hatcheries near Sultan, Gold Bar and Cicero.

Drive from mainland on to beautiful Camano Island.

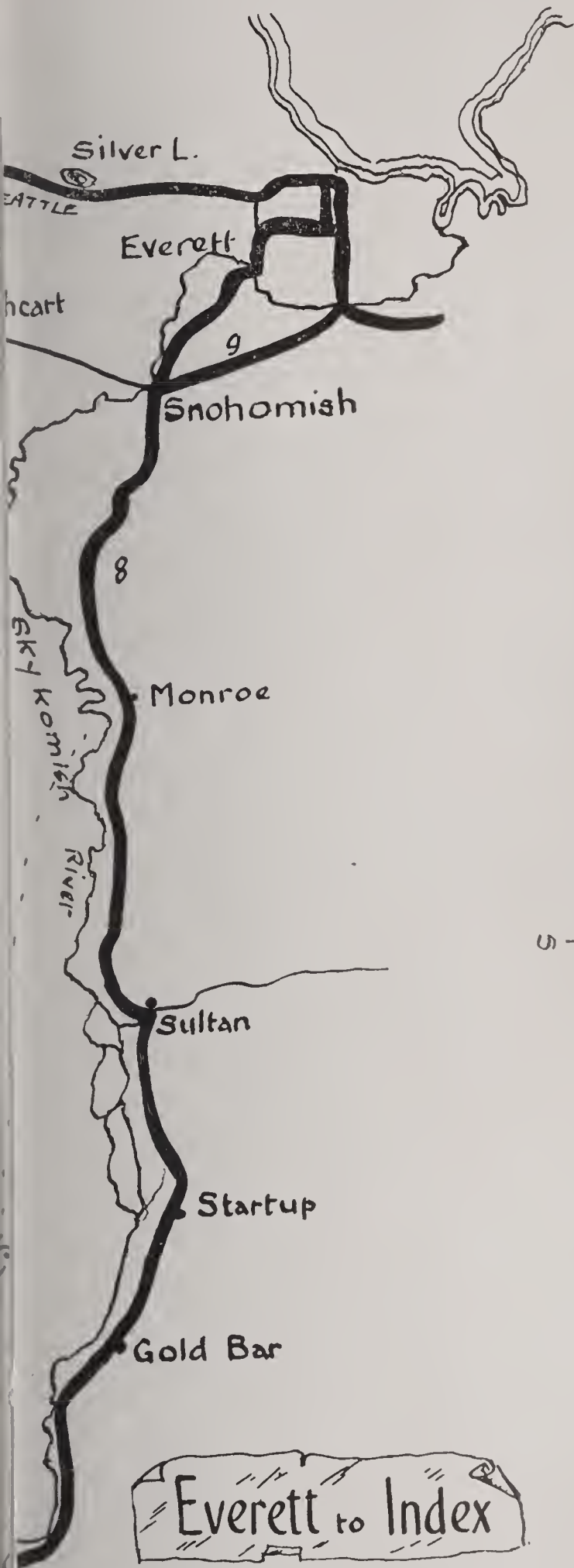
Cross Deception Pass by ferry for tour on Whidby Island.

Lakes Stevens, Martha, Roesiger, Silver, Goodwin, Ki, Cochran, Chaplain.

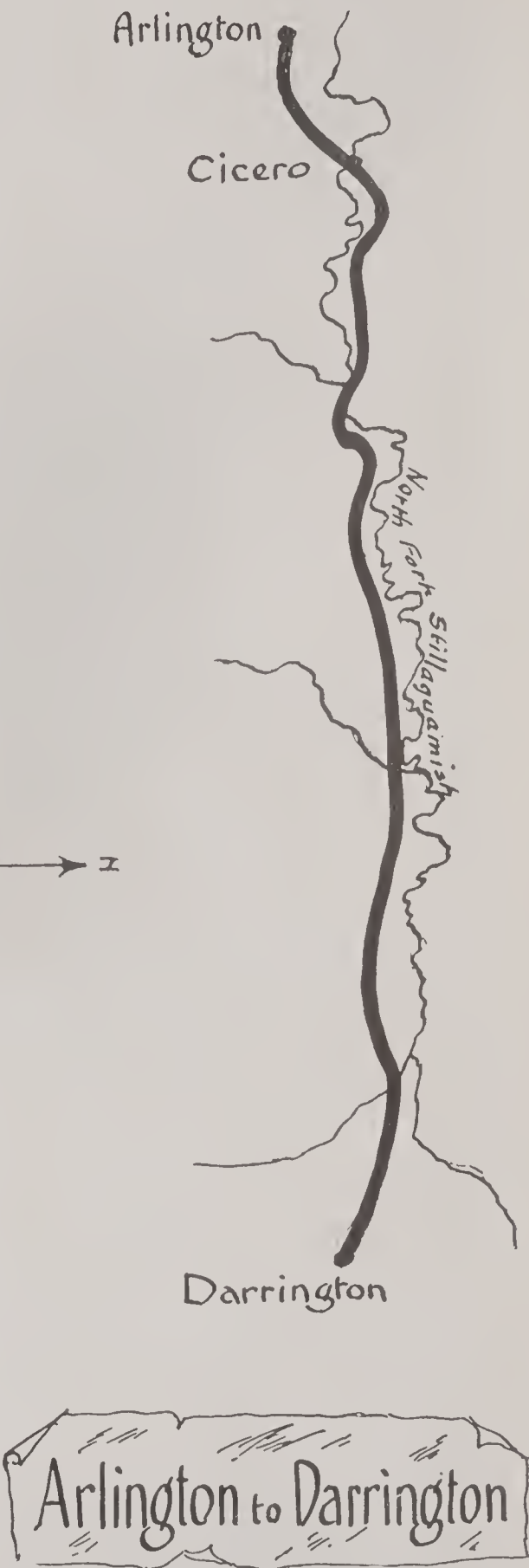
Sunset, Canyon and Eagle Falls on Scenic road.

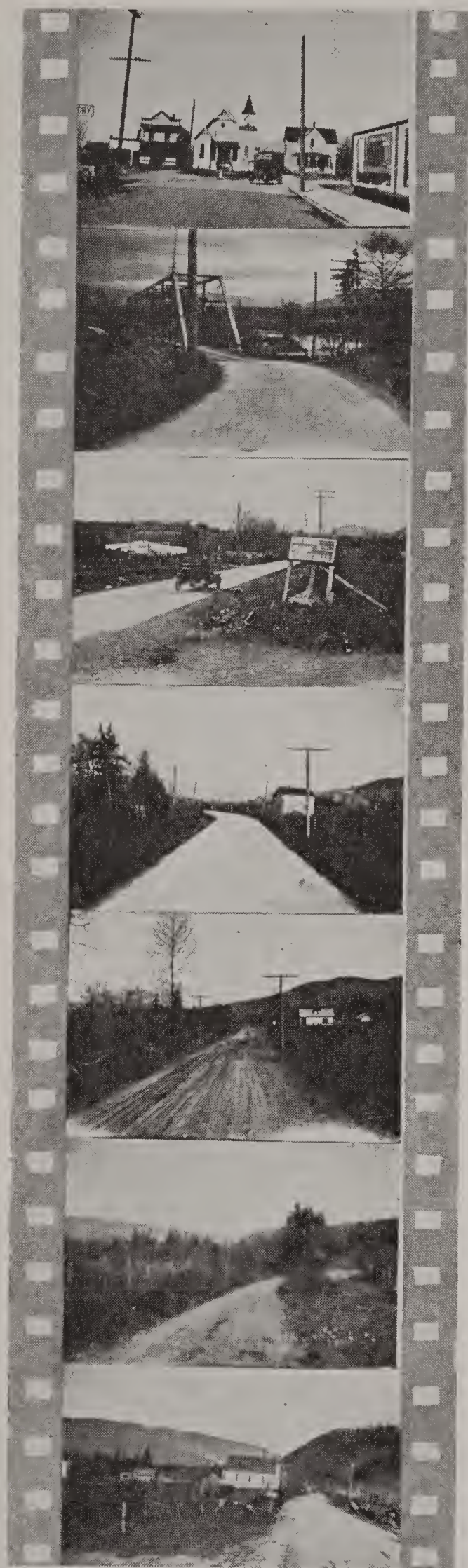
South Fork of Skykomish east of Index.





Index





ARLINGTON

0.5

1.1

2.1

3

5

6

It is not always the proposition that seems the most promising that pans the best; nor is the apparently improbable one always the one that turns down. The wide range of investments offered the United Securities Trustees makes their judgment worth while, unpredic-
diced and sound.

That business opportunity is yours for the asking.

UNITED
SECURITIES
TRUSTEES

"Concrete for Permanence"



6



7.7



9



10



11.2

12 T. R.
as per sign

13.3



15

Wanted!

High class Ad Salesmen of experience and ability to present a gilt edge proposition to the biggest and keenest business men.

We require real salesmen, well educated, gentlemanly and courteous.

Our offer to such men is remunerative and attractive and almost limitless in its possibilities.

Photomobile Tourist Co.

1526 L. C. Smith Bldg.
Seattle, Wash.



14

15.4

16

17

16.5

17. This bridge is dangerous and will be replaced by one $\frac{1}{4}$ m. south.

18

20

SPECTACULAR

Ice Cave Route

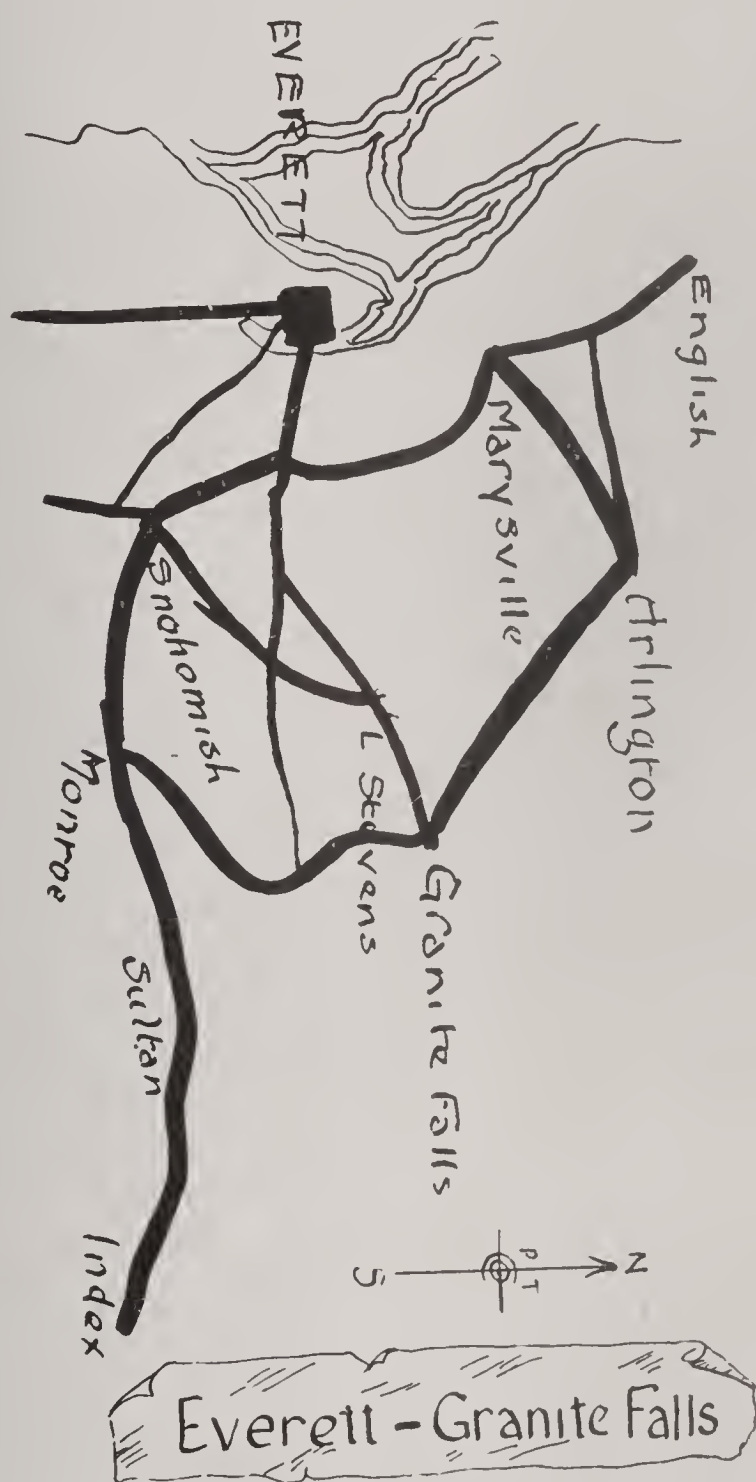
Reached By the

Hartford East Railway

Drive to Lake Stevens
park your Car and enjoy
day's trip over our
Line through scenic surp

Wonderful ride thro
Stillaguamish Canyon
Chance to visit gold m
the Famous Ice Cavern
Play on Snowfields and
joy Excellent Fishing.

ARLINGTON, WASHINGTON





ARLINGTON
Garage

ARLINGTON
Garage

ARLINGTON

ARLINGTON, WASHINGTON

ARLINGTON GARAGE

IRA. M. HINKLE, Prop.

ACCESSORIES
SUPPLIES
TIRES



in fact, everything that
goes with a car,—

AND

CHEERFUL, HONEST
EXPERT SERVICE

ARLINGTON TIRE SHOP

VULCANIZING
RETREADING

Quick and Cheerful
Service

THOMAS STAVE, Manager



5



6



7



8 RRX



11.7



14.2 RRX



15



16

While making these inland tours, the motorist may desire a variety of scene. In the following few pages we have enumerated some of these alternative delights.

EVERETT, ANACORTES AND BELLINGHAM

The trip from Seattle to Everett a distance of some thirty odd miles by boat, takes about two hours, every minute of which is filled with interest. Everett is a thriving factory and lumber town. It is claimed that this city exports more lumber than any other port on the Sound.

A short distance from Everett is Anacortes. North of Anacortes is Bellingham, two important northwest coast cities. Located in both are extensive canning salmon industries. No trip in the world is more delightful than this—it takes the traveller through the islands of Rosario Straits and Deception Pass and between Fidalgo and Whidby Islands. Boats may be had and cruises made around these islands. The trip may be long or short as you elect. It may be made a summer's outing (many parties make this trip yearly for such). Others find ideal camping places on the islands, enjoying to the utmost life in the open for a few days.

0 GRAN-
ITE FALLS0 Granite
Falls Drug
Store

1.7 T. R.



2



3



3.9 RRX



4

5.2 Short
steep pitch.
Ahead

THE LAND OF BEAUTY

California has been called "The Land of Sunshine" for a good reason. The Sound country is well termed "The Land of Beauty and Wonders." Here is scenery rivalling in magnificence of all the world, endowed with a climate of mildness, rich harbors, majestic mountain ranges—a country of wonder and charm to tourist and explorer.

The city of Seattle, often named "The Seaport of the West" is beautifully situated on the shores of Elliott Bay. It is from here that ships sail in all directions for many trips of absorbing interest to the traveller of pleasure bent. The people of the northwest are generally hospitable, having a desire to share with the world some of their advantages.

TACOMA

A trip by boat to Tacoma from Seattle is a ride of one hour and thirty minutes. The timbered shores visible at all times are dotted here and there by summer camps and residences, having for the background the majestic Olympics, snow-capped throughout the year round and glistening in the sunlight. One of the many features of this trip is the excellent view to be had of Mt. Rainier rising majestically 14,526 feet above the sea and covered the year round with a blanket of snow.



7.9 LAKE STEVENS

8.9

9

23
The road
joins the
Index-Everett
route into
Everett

PORT TOWNSEND, PORT ANGELES AND U. S. FORTS

Another interesting trip northward is to Port Townsend, thence along the southern shores of Juan de Fuca Straits to Pt. Williams, Dungeness (where famous Dungeness crabs come from), Port Angeles, Port Crescent, Clallam and Neah Bay. In the immediate vicinity of Pt. Townsend are located Fts. Mendenhall, Casey and Flagler.

Port Angeles is one of the best government stations on Puget Sound. It is located on a protected bay. Port Angeles is the starting point from which tourists leave on a visit

to the famous Sol Duc Hot Springs and the ideal summer resort, Lake Crescent (located in the heart of the Olympic Mountains), is a most wonderful inland lake, the shore bordering it one of fascination to hunter and camper.

HOOD CANAL

Do not miss the opportunity to make a trip down Hood Canal, wild, bold and rugged in its mountainous steeps — more beautiful than the Swiss Alps. Leaving Seattle, the “first port of call” is Pt. Ludlow, thence a short run to Pt. Gamble. In the trip down the canal, we next call at Seabeck, an ideal spot for camping, fishing, clam-digging, etc. Thirty minutes from Seabeck is Brinnion. The latter offers much in the way of attraction to fisherman and camper. Nearing the lower end of the canal, we come to Hoodsport — the mecca for mountaineers. Next is Potlatch, which offers attractions the like of which there is no other in the world.

Lake Cushman, reached by Hood Canal, is a most popular resort. The pleasures of the trip down the canal contributed much in preparing the voyager for the still more wonderful scenery of an inland lake in the Olympics—another fisherman’s hunter’s and camper’s paradise. It is ten miles by stage to Lake Cushman from Hoodsport.

EVERETT TO INDEX

SEE MAP ON PAGE 177

HERE never was an automobile trip that pleased everybody; these short, easy jaunts of the Northwest come very near disproving the assertion.

The Russian fabulist, Krilof, says of the non-observant man, "he goes through the forest and sees no firewood"; and there is something wrong with the motorist who can drive this route and find nothing to rave about but his smooth-running six or "twin-two."

You may not have had the good (?) fortune to witness an honest-to-goodness forest fire, but as you drive through a few miles of charred stumps, you will begin to realize what such conflagrations mean to the sturdy inhabitants of the woods who are wresting a livelihood from the burned-over areas, and a good living, too.

Compare these desolate few miles with the immaculate fir-clad hills as you pass, and you will be glad to leave the black skeletons for the living greenery that flanks the forest trail.

The further you go on the Index run, the more intimate you seem to become with Nature herself. The verdant hills seem to step across the distance and welcome you; the whispering of the wind through the far-flung fir boughs mingling with the chattering of the stony stream a thousand feet below you.

The autography of the river is before you, from the oft-glimpsed vistas of rocky peaks reluctantly forced to shed their snowy raiment and start the tiny rivulets tumbling down their sides, to the still waters of the mill dam or the sinuous tide-channels of the estuary.

A short run through the dark wood with its bursts of sunshine in every little clearing, and one has stepped back to the days of the pioneer.

Such places as Gold Bar, unsullied by the impossible vagaries of the paint salesman, give a delightful touch of the days when movies and motors were not.

Index, alive with the hum of lumber mills, its very existence challenged by the noisy little river, is, in the vernacular of the old-time settler, "quite some burg."

When you see it, remember the accusation, will you?

And above all, don't think that because Index, shut in by mountains on every side, seems the end of the trail, it is a "back number."

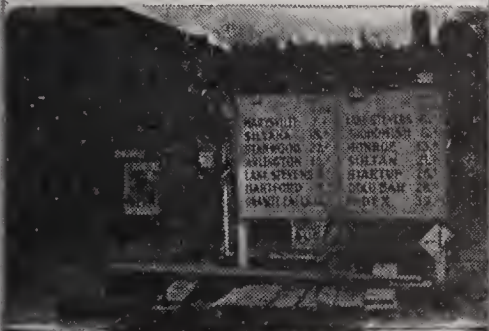
Stay over a day or so if you can, and acquaint yourself with the Indexians. They can give chapter and verse for a wealth of lumber lore that would fill many books bigger than the Photomobile Tourist.

Chamounix and Grindelwald have nothing to show in the way of mountain scenery more beautiful than Index, which has times unnumbered been likened to Switzerland.

Last but not least, the road is GOOD. There are some short, steep pitches and sharp curves, but there is no danger.

Leave Everett over Pacific Highway north to big sign shown here.

Turn R.
for Snohomish,
Monroe, Sultan,
Gold Bar, Still-
aguamish River
and Index.



3.1



4.5 R.
(Other road
is end of
Lake Stev-
ens run)



6



7



25
SULTAN



SULTAN

SAN JUAN ISLANDS

Mount Constitution, 2,094 feet above the sea, is located on Orcas Island (the largest of the San Juan group). From the mountain, the panoramic view of Puget Sound and the San Juan islands, with the snow-capped mountain ranges in the distance, is one of surpassing beauty. Mount Constitution is easily accessible by excellent trails.

The wonderful beauty of the San Juan islands has been the subject of more than one article written by globe trotters who, it follows, have seen the wonders of many countries. Months and months might be spent cruising among these islands and still their mystery and charm would not be lessened. Pali-sades rise sheer from the waters, numberless lagoons bordered by impenetrable timber and undergrowth all add to the beauty and interest of this trip .

VICTORIA

Go to Canada. From Seattle to the quaint English town of Victoria is a short day trip replete with pleasure. Victoria people have retained many old English customs, their hospitality is well known. Many places of interest around Victoria can be visited at small expense.

From Victoria to Vancouver, B. C., the northern "port of call" of this company, is a short trip replete with interest.

14.3 Beyond
Everett

15

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17.7

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22

See the U. S. Navy Yard a boat trip of about one from Seattle—here you see from the boats big battleships, shipbuilding, repair shops, large dry docks, sailors and marines, etc. The boats make several trips daily. You will find, upon a visit to this section, the summer too short to allow you to surely see all the points of beauty and interest.

The visit, long or short however, will well repay and will bring you back again and yet again that you see more of the wonders of the Puget Sound country. We have tried to set forth in this folder some of the wonders and beauties. Our representatives would be pleased to furnish you additional information and, to that end, we have printed in five colors a large folder containing a large number of this section, together with an itinerary of beautiful ship trips.

**UNITED
SECURITIES
TRUSTEES,
FINANCIERS.
1526 L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON**



12



13

SNOHO-
MISH

GOLD BAR



33



41



INDEX



INDEX

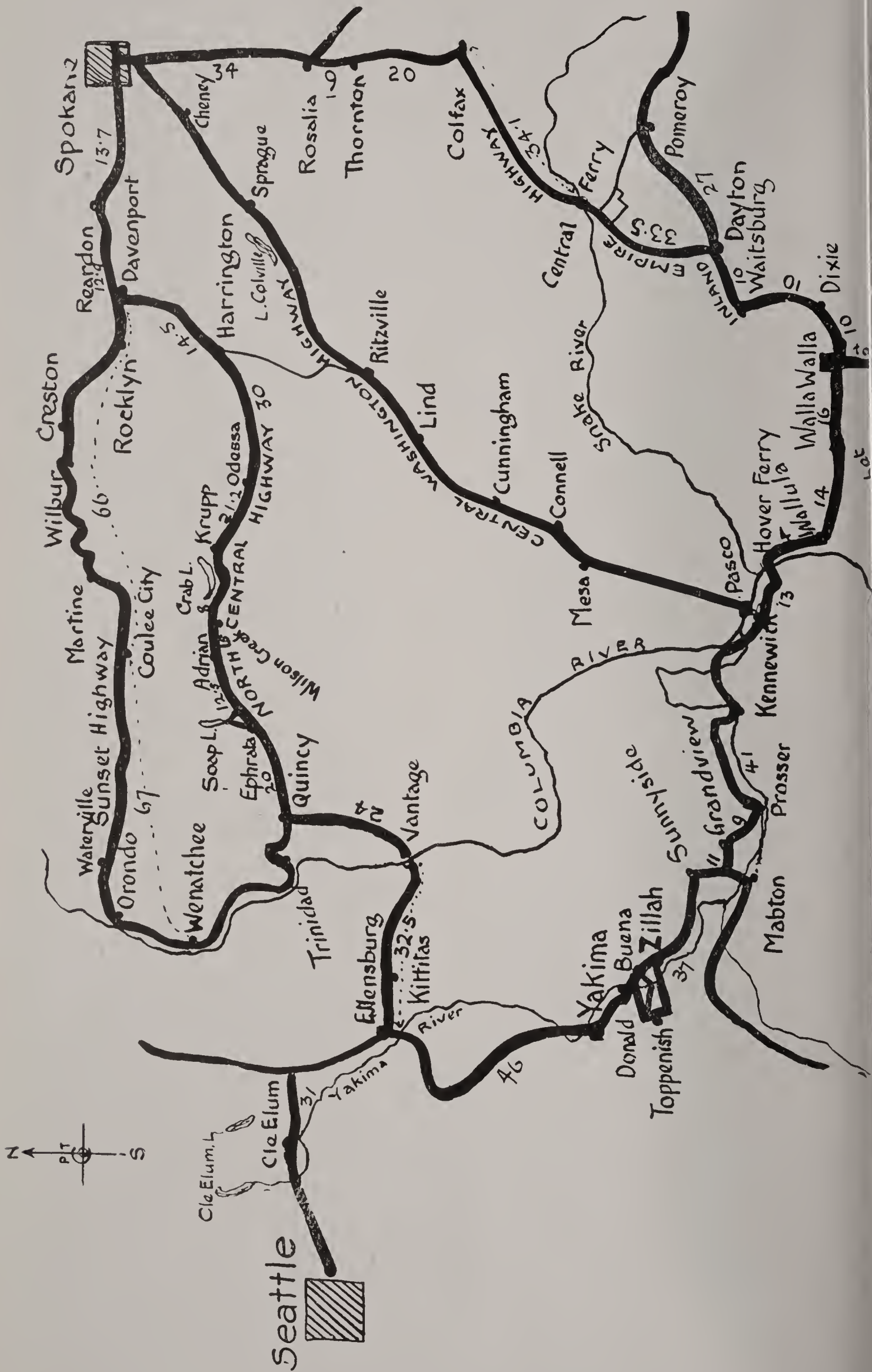
Every civic body, every County Board of Supervisors, every state department is fully alive to the intrinsic merit and incalculable value of PICTORIAL PUBLICITY.

But, like everything else, state, county and civic advertising has progressed very rapidly, and has long since evolved from the inane booklets tabulating the mileage of paved streets, the cost of the local court house and the number of children attending school.

Pictorial publicity for communities, county and state organizations, to be effective, must be at least AS GOOD as pictorial advertising of any other kind.

It must be truthful, for "the camera does not lie," and it must present the salient advantages of the locality in an entertaining manner that will appeal to tourist and homeseeker alike, and must be free from those invidious comparisons that savor of local jealousies and defeat their own ends.

The Photomobile Tourist Co., J. A. Blackledge, Pres., will be glad to co-operate with any Boards of Supervisors or other responsible organizations desirous of getting the best results from the appropriations at their disposal.



SEATTLE TO SPOKANE

THIS route is one of the most diversified in character of any road in the Northwest.

Leaving Seattle by way of Fourth Avenue, (mileage reads from the GARAGE, 00) the Rainier Valley is traversed to Renton, the large coal centre of the state of Washington. The ridge of hills between Renton and the Snoqualmie Valley is crossed on good roads with easy grades, and the little town of Issaquah is passed. Then follows a run of 70 miles to the lumber town of Preston, and from this the route descends the canyon of Raging River to Fall City.

The route from Fall City to Snoqualmie, North Bend, Cle Elum and Ellensburg is noted elsewhere in this volume. There is no danger of losing the trail, and after reaching Ellensburg there remains but one stretch of road that at times is poor, between Ellensburg and Yakima. At Ellensburg you enter the great Yakima Valley, a very tangible proof of the inestimable value of scientific irrigation and intensive cultivation.

Not in any section of the whole United States will you find a more prosperous or contented people, or better kept farms, more substantial buildings, cleaner city streets.

One must not expect paved highways everywhere along this route, but not so many years ago it was simply a part of the happy hunting grounds of the real native Americans, the Indians.

Civilization has not merely marched with rapid strides, it has positively leaped into the realization of the wildest dreams of the pioneers, and further still.

Evidences there are on every hand of the formative condition of the industries of this great valley, but it is above all prosperous, so what else matters.

Leaving Yakima the road leads through Sunnyside and Mabton, where it connects with the Evergreen Highway, then to Prosser and Kennewick, at the confluence of the Columbia and Snake rivers.

From Kennewick after crossing the great river at Hover, the road passes Wallula, Touchet and Lowdens and leads into Walla Walla described in another chapter.

From Walla Walla several routes to Spokane are available, all leading through the great wheat belt of Eastern Washington. The one recommended is through Dayton and Waitsburg.

At Walla Walla starts the road connecting with the Southern Idaho Pendleton road at Pendleton.

Throughout the entire section served by this road, there are all the attractions the tourist may desire. Garages and repair shops of the modern type are plentiful, and the roads are uniformly good after the Yakima Valley is entered.

SEATTLE,

OWL GARAGE & Supply Co

The most easily accessible
the downtown garage

Gas Oil Gro
Supplies

Cars Washed
and Sto

Expert Repairing
Tires and Accessories

K-O-R-K-E- STATION

Fourth at James
LEHMAN BROS., Props.

SEATTLE
Owl Garage
4th & James

SEATTLE
Rainier Club

SEATTLE
Elks' Temple

SEATTLE
Masonic
Temple

SEATTLE
I. O. O. F.

SEATTLE
K. C. Build-
ing

SEATTLE
Privi-
dence
Hospital

SEATTLE
Public
Library



1 L



4.9



7.8 L



11.6



12.5 R

12.9 R
RENTON

13 L



13.7 R

If you are conducting a business, distributing a commodity, or disseminating business information, and are considering an expansion of your advertising campaign, look over the pages of the Photomobile Tourist, note the caliber of the advertising we carry, and the kind of alert and successful business men we serve.

If you have any message to deliver to owners of automobiles, who have the time and the means to make extended tours, the Photomobile Tourist series of road-books is the best medium ever devised for carrying that message.

It is not only garages and hotels and the like that make up our clientele; although these, of course, predominate.

On the assumption that the auto owner is able to indulge his fancy in other things as well, you will make no mistake in presenting your proposition to him in the midst of a pictorial record of the pleasures of a motor trip.

**THINK
IT
OVER**

and drop a line to our advertising department, 1526 L. C. Smith Building, Seattle, Wash.

Climate Is Mild

Kittitas Valley's mild climate is emphasized by the fact that winters are moderate and generally open, while the summers do not have any long hot spells, and the nights are invariably cool. A summer the weather bureau's report for the valley shows that in ten years there have been an average of less than seven nights each summer when the thermometer did not drop to 60 or below.

The Kittitas Valley is reputed to have more sunshine than any other in Washington, both summer and winter. As there is little humidity in the air, the summer days are never oppressive and a case of sunstroke is unknown. In the winter the absence of humidity makes the cold more noticeable than in many districts where the thermometer does not drop as low.

Farm crops are almost universally dependent upon irrigation. Frost, seldom, if ever, interferes with harvesting, a pleasure trip, a picnic or outing in the canyons or at the lakes.

Ellensburg is the distributing centre for the Kittitas Valley. It is as good a starting point for the sportsman who is fond of hunting or fishing as may be found in this land of wild game. Bear, wildcats, and deer are to be found in the mountains enclosing this fertile valley. Excellent grouse hunting is afforded in the fall and Chinese pheasant hunting in October.



MOUNTAIN LAKES AND FALLS NEAR ELLENSBURG

C For the best of
Everything
go to

The Palm

RESTAURANT

ELLENSBURG,

WASHINGTON



MRS. FLORA J. KEENE, Prop.

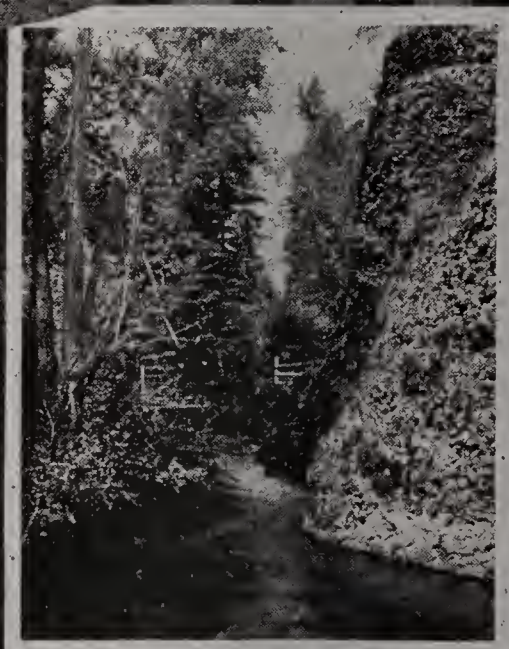
SELAH,

WASH.

Yellowstone Trail Garage

OILS, GREASE AND AUTO
SUPPLIES

E. W. Harshberger, Prop.



SCENIC POINTS AND PICNIC GROUNDS NEAR ELLENSBURG

YAKIMA,

WASH.

SIGNAL AUTO CO.

228 South First Street

HEADQUARTERS FOR

PHOTOMOBILE
TOURISTS

FIRE-PROOF GARAGE
STORAGE

OILS, GAS, AUTO SUPPLIES

CARS FOR RENT

VEEDOL—the oil that resists heat.

Have your cars washed while you rest.

ROAD INFORMATION FREE

OPEN DAY AND NIGHT

SIGNAL AUTO CO.

P. E. SHULL, Manager

The Yakima Valley



The valley of the Yakima lies in central part of the State of Washington. The Yakima river has its origin in the Cascade mountains and flows south two hundred miles to its confluence with the Columbia. Throughout its course the river receives the waters of many tributaries. A number of the more important of these — the Naches river, Cow creek and Ahtanum creek — converge at what might be called the head of

the valley. Somewhat farther down the valley straightens sharply to a narrow pass, called Union Gap, or simply "The Gap." Below this the valley broadens on lava hills to the abrupt mountain ranges which enclose the valley.

In its native state this territory, by reason of the meager rainfall (but for no other reason) was practically sterile, and of but little value to mankind. The principal vegetation was sagebrush. On the bottomlands grew poplars, alder and Balm of Gilead trees. With the coming of regular light rains bunch grass sprang up and provided nourishment for herds of sheep, cattle and horses. On this account the first occupants of Yakima country were stockmen.

YAKIMA,

WASHINGTON

Hotel Michigan

Yakima's Newest and Most

Modern Hotel

Elevator Service

SEVENTY-EIGHT ROOMS

39 With Bath

RATES:

Single, \$1.00; with bath, \$1.50

Double, \$1.50; with bath, \$3.50

Suites with bath, \$3.50

FRANK P. MULLINS, Proprietor

YAKIMA,

WASHINGTON

GO TO

Central Auto & Supply Co.

FOR

TIRES, OILS, REPAIRS

Agents for

BUICKS,
CHANDLERS,
G-M-C TRUCKS

Best Goods—Best Prices

408-410-412-414 EAST YAKIMA AVE.



ON AHTANUM CREEK NEAR YAKIMA

Irrigation in Practice

THE ADVANTAGES of irrigation are too generally known to require elaborate discussion. With irrigation, as practised in Yakima county, the farmer is entirely independent of the rainfall. He furnishes water to his crops just when it is most needed and in the amount that will do the most good. Droughts, storms or floods do not figure in his reckoning. The sunshine is all but continuous during the growing period, and this, plus plenty of moisture, plus a fertile soil, makes the plant—be it tree, root, grain or grass — must attain its maximum development. Under such conditions cultivation is reduced to the methods of the laboratory.

In practice, irrigation is operated somewhat as follows: Water is delivered by canal to the highest point on the farm, where it is controlled by a simple gate. The land is laid off in fields corresponding to natural contours. An open ditch is dug from the gate with branches along the higher boundaries of each field. Sometimes rough flumes are necessary to carry water to certain fields. After cultivation in the spring the field is prepared with shallow furrows. When the water is admitted it flows along the main ditch or flume and then enters the furrows, and is distributed over the entire area to be irrigated. Excess water is collected in a waste ditch. This excess may be regulated and only the necessary quantity turned on.

The work itself is simple—not beyond the powers of an ordinary bright boy. The irrigator must see to it that his ditches and flumes are in repair, and that the corrugations reach all parts of his fields. When the water is turned on he arms himself with a shovel and keeps a vigilant watch over his fields, removing obstructions, stopping leaks, and gauging the amount of water that is to be supplied. Only a reasonable degree of experience is requisite.

YAKIMA,

WASHINGTON

YAKIMA BAKERY

Tourists who appreciate the best in the "bread line" and the finest pastry in captivity, will do well to pay us a visit.

JOHN O. MECHTEL, Prop.

110 E. YAKIMA AVE.

YAKIMA,

WASHINGTON

Valley Rubber Co.

A MESSAGE TO MOTORISTS

A puncture is rotten,
A blow-out is worse,
A rim-cut's as bad as
A hole in your purse;
Avoid all these set-backs,
Your joy we'll enhance
If you'll bring in your casings
And give us a chance.

If it's made of rubber, we have it"



FRUIT PACKING IN YAKIMA

Climate

HERE are four constituents in the sum of the success of Yakima county. These are climate, plus moisture, plus soil, plus human energy. No one is more important than another, because without any one success would be impossible. Climate, however, is given consideration.

The rainfall averages eight inches per annum. The mean summer temperature is 77°, the average maximum temperature 97°. The winter temperature is 35° and the average lowest temperature 15°. Both summer heat and winter cold are tempered by dryness of the air. Out of the three hundred and sixty-five days of the year the sun shines on three hundred. In the summer the cool air from the mountains is felt at night and refreshing sleep is always possible. In the winter the warm air from the Japan current modifies the cold. There are no earthquakes, no tornadoes, no destructive hail or electric storms. Occasionally high winds there are in the spring, laden with dust—and in this is found the only disagreeable feature of the weather. Healthful it is in all respects, save the one, exceedingly pleasant.

In a section so largely dependent upon fruit for its prosperity, the question of frost is a vital one. The Yakima valley does not claim complete immunity from frost. As a matter of fact, no horticultural district in the Northwest is entirely exempt, and the claim, if made, is unfounded on fact. There never has been a complete loss of the fruit crop in the Yakima valley, from frost or any other cause. Twice in twenty years the peach crop has suffered, but this was due to excessive cold in the winter rather than to unseasonable frost in the spring.

YAKIMA,

WASH.

HOTEL DONNELLY

HEADQUARTERS FOR
ALL TOURISTS

PRIVATE BATHS

Hot and Cold Water

FIRST CLASS CAFE
In Connection

RATES ONE DOLLAR AND UP

J. C. DONNELLY, Prop.

YAKIMA,

WASHINGTON

GARLICK & BURROWS

TIRE AND REPAIR SHOP

We carry a complete line of
Oils, Gasoline and
Auto Supplies

Agents for

RACINE TIRES

EXPERT VULCANIZING

F. R. GARLICK

M. BURROWS

106 East Chestnut Street



NACHES VALLEY FROM ROWE HILL NEAR YAKIMA

Historical Note

IT WILL not be needful to present more than the briefest outline of the history of the Valley. The first treaty with the Yakima Indians—then in undisturbed possession—was made in 1855. The first settler entered the Valley in 1861. In 1865 Yakima county was created, embracing what is now Kittitas and part of Benton counties, and the county seat was finally established at Yakima City. In 1889, after seemingly interminable delays, the Northern Pacific Railway came through the valley. Yakima City refused to make certain concessions in the way of terminals demanded by the railroad, and, by way of reprisal, the railway people deserted the town and deliberately created a new town four miles away, which was called North Yakima. To still the storm of indignation, however, they offered to move the buildings of all who wished to take advantage of their offer. There was much opposition, but finally the majority consented and the work of removal began. Some fifty or sixty buildings were transported, among them the courthouse, First National Bank, hotels, etc. In several months the community was strung out along the road, with an increasing aggregation at one end and a decreasing group at the other. Business never ceased, however, although many a customer at the stores or bank tied his cayuse to a sagebrush, transacted his business and stepped from the building to his mount a hundred yards down the road.





PICKING FRUIT, YAKIMA

Washington Hotel

Caters to the Tourist

Clean and Airy Rooms

ONE DOLLAR PER DAY
AND UP

Under New Management

YAKIMA,

WASHINGTON

LOOK FOR THE

Star Clothing Co.

HART, SCHAFFNER & MARX
TOGS

The Best of Everything in Men's
Wearing Apparel

DILLS & LEMON, Props.

Corner Yakima and Second Aves.



WINESAP ORCHARD, ZILLAH, NEAR YAKIMA

STUDYING the various districts of the Yakima Valley from the viewpoint of the industrial development, the local center is found in the metropolis and county seat, North Yakima. Closely contiguous to the city, and in reality a part of it, are the famous fruit-raising districts Nob Hill and Fruitvale. Extending to the northeast and northward are the Selah and Naches valleys, the first watered by the Yakima and the second by the Naches river. These are comparatively old farms, where general farming has been practised, with alfalfa, hops, apples, etc., as the principal products. Now, however, they are largely devoted to orchards. The Wenas and East Selah valleys are parts of the Selah valley. The valley of the Cowlitz may be considered a branch of the Naches. Here is located one of the largest bodies of potential farm land in this section. To the southwest is the valley of the Grand Coulee, cultivable for twenty-five miles, where diversified farming is practised, and considerable attention is given to stock-raising, but where agriculture is claiming a constantly increasing acreage. Southeast of North Yakima is the Moxee district, with fruit, vegetables, hay, hops and apples among its principal products. Below Union Gap the country to the west of the river is largely included within the Yakima Indian Reservation. On the bench lands to the east of the river the country is almost continuous orchard. To the south the various districts and communities include Parker, Zillah, Granger, Sunnyside and Grandview. Fruit raising is the principal industry, with berries, vegetables, hops, alfalfa, stock, etc., among the other products.

Entirely Remodeled, Redecorated and Refurnished Throughout,
making it the most completely equipped
hotel in North Yakima.

Rooms with Bath, single or en Suite

Headquarters for Commercial Men

THE YAKIMA

MRS. BERTHA B. JOHNSON, Proprietress

Telephone, Electric Light, Steam
Heat, Running Hot and Cold
Water

Rates from \$1.00 a Day Up

YAKIMA,

WASH.

Union Cleaning Works

Club Work, \$1.50 Per Month

LADIES' AND MEN'S
CUSTOM TAILORING

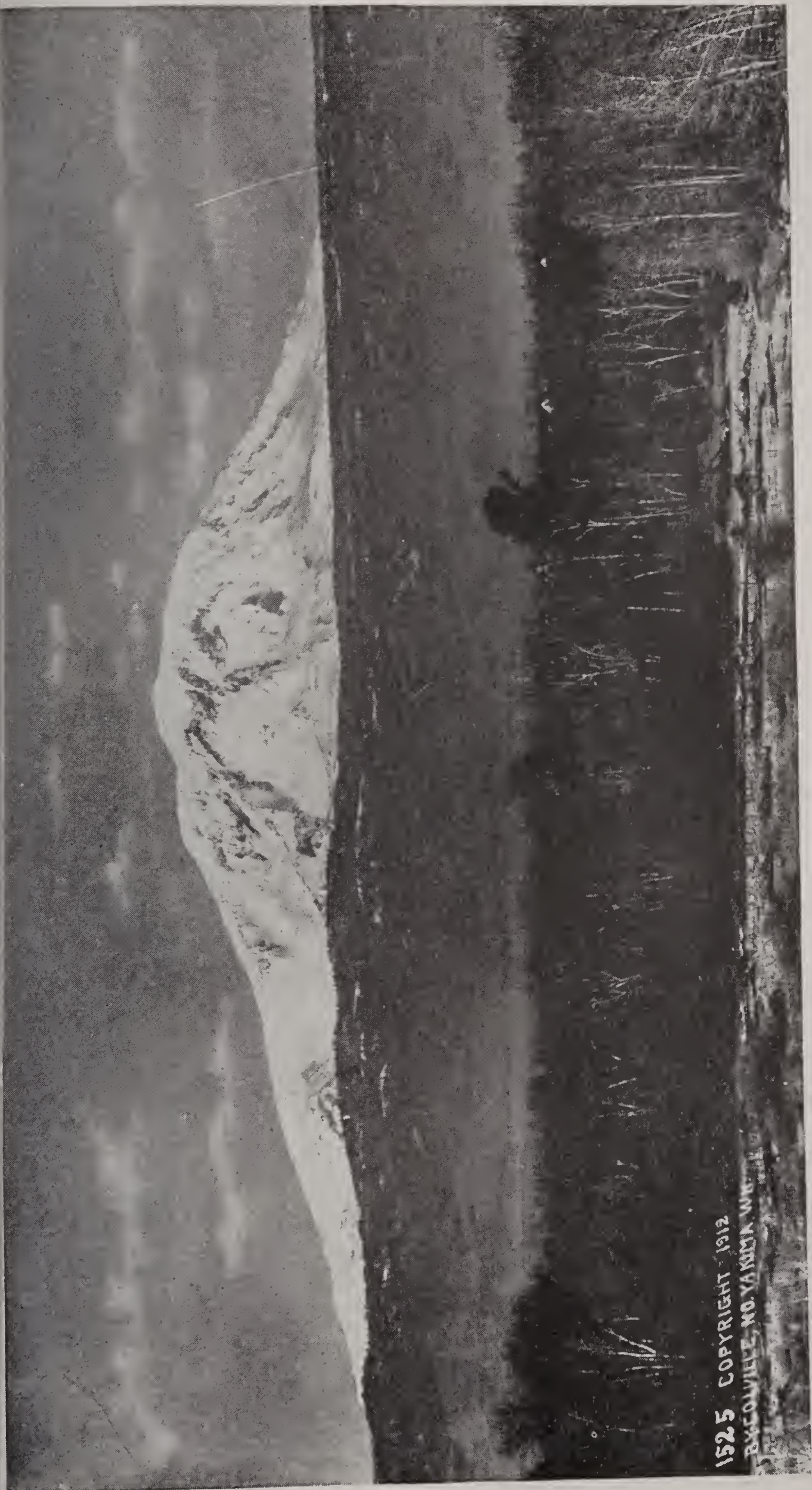
Goods Called for and Delivered

A. B. HARTMAN, Prop.

16 S. Second St.

Phone 656





1525 COPYRIGHT 1912
BY GEORGE W. YAKIMA WA.

MOUNT ADAMS, SILENT SENTINEL OF THE ETERNAL SNOWS, STANDS GUARD OVER THE FRUITFUL VALLEY OF THE YAKIMA



Yakima Ave.
T. L., leaving
Auto Club
on R.



1



2



3 Curves



3.3 RRX
T. L.



4 Sugar Beet
Plant on L



4.6



5.5

Perhaps the greatest test of "road ability" and endurance of a car is ever put to the stage service in country districts.

So dependable have auto stages become that in many places they are competitors of the railroads with whose time schedule they will compare more favorably on the score of regularity.

The auto stages make time through the most varying weather conditions; sticky red mud of Manitoba has no terrors for them; poorly made roads of the desert made roads of the desert cannot delay them; they scale the dizzy heights of mountain passes, and plow through many an icy creek, but THEY GET THERE.

Almost every make of car is seen in the stage service from the light Ford to the Pierce truck.

But by far the greatest number of auto stages have been seen, especially in mountain districts, are

STUDEBAKERS

There is a reason; it is not only the reliability of the car but the solid honest policy maintained for over half a century by one of the firms that have made American products famous the world over.



5.1 south of
Yakima

6

6.5 RRX

7 Monument

8 RRX

9

10 X Br.

11
DONALD,
WASH.

UNITED
SECURITIES
TRUSTEES,
FINANCIERS,

L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON.

DONALD, WASHINGTON

**DONALD
GARAGE**

Expert Repairing

PROMPT SERVICE
AND A SQUARE DEAL

**GASOLINE AND
OIL**

Harry H. Whitaker, Proprietor



11.4 beyond
Yakima

12 (R. for
short cut
to Wapato)

12.5

13.6

15.1

16.6 BUENA
(R. for
Toppenish
Lateral)

BUENA
Garage

Best road to Top-
penish. Turn R. at
Buena Garage.



PHOTOMOBIL
TOURIST
COMPANY
Producers of
High Class
Illustrated
Descriptive
Travel
Literature.

1526 L. C. SMITH
Building
Seattle, Wash.





16.9
South from
Yakima



18.4



18.5



18.5



18.7



19



19.8
TOPPENISH

TOPPENISH,

WASH.

STOP WEST SIDE TIRE SHOP



Agents for
**GOODRICH
TIRES**

We Repair All Kinds of Tires at
Reasonable Prices.

K. N. WARE C. E. SMART
Props.

TOPPENISH,

WASH.

SEE THE AUTO PAINTER

JOHNSON AUTO PAINT CO.

WE MAKE YOUR OLD
CAR NEW

Only materials of
BEST QUALITY USED

All Work Guaranteed

Special Attention to
TOURISTS

Concrete for Permanence"

TOPPENISH,

Br. on the
road from
Toppenish
back to the
main route.

ZILLAH
Garage

Zillah 0.4 R.

2 beyond
Zillah

3

4

5

6 RRX

MCLELLAN BAKERY

Wholesale and
Retail

Soft Drinks, Cakes
Lunches

"In Quality We Excel"

ZILLAH,

STOP AT THE COPELAND HOTEL

and avoid the crowded

Clean, Homelike Rooms

Hot and Cold Water
Baths

REASONABLE RATES

E. G. COPELAND, Proprietor



SUNNYSIDE
Planters
Hotel and
Cafe



SUNNYSIDE
Garage



0.6 R.



2



3



3.5



4



5 BRX

SUNNYSIDE, WASH.

HOTEL PLANTERS AND C A F E

Modernly Furnished and Equipped

The most comfortable rooms,
the most appetizing meals, the
most courteous service, and most
reasonable prices prevail here.

—O—

We like the beaming faces of
The tourists as they leave us,
For frowning looks and muttered
plaints

Would very sorely grieve us.
Our welcome's Real, our table's
Wide,
We have the best in Sunnyside.

SUNNYSIDE, WASHINGTON

SUNNYSIDE AUTO CO.

Anything—Anytime
Automobile Needs

Service Car at Your Call

JIM HILL, Boss

Phone 1431

Sunnyside, Washington

OWL SUPPLY AND GARAGE CO.

Telephone Elliott 1398



0. Leave Sunnyside by highway passing photo studio on L.
1



2.6



4.3



5.3



5.5 Ahead. Road L. leads to Grandview

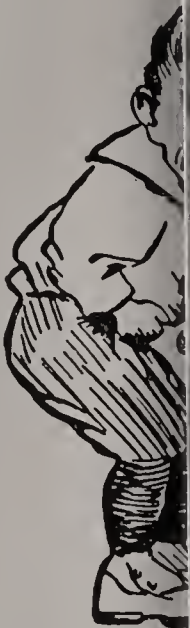


7. Nearing Grandview

At Mabton ask for Road data at the Evergreen Garage. Stop at the HOTEL OXFORD. Note that LEONARD can fix your TIRES. Get acquainted with Mr. Crow, Mons, Beauchemin and A. Lenoard. They know this "Horse Heaven" country from end to side.

SUNNYSIDE,

Why Should You Worry



You have a friend

SUNNYSIDE

With the Largest

VULCANIZING

Plant East of the Moun

Headquarters for

REPUBLIC and GOODYEAR TIRES

We make our own adjust

KEENEY'S TIRE SUPPLY SHOP

B. KEENEY, Proprietor

MABTON,

See A. LENOARD for QUICK TIRE REPAIR

ALL WORK GUARANTEED

FEDERAL and BRAENDER TIRES On Hand

OLD TIRES TAKEN IN

MABTON,

WASH.

FIREPROOF STORAGE AND REPAIR SHOP

Overland and Dodge
Service

GENERAL LINE OF
REPAIRS ON HAND

Tires, Oils and Gas

FORD REPAIRS

STORAGE BATTERY
SERVICE

Satisfaction Our Motto

R. E. CROW, Prop.

Phone 511

1 beyond
Mabton

2

2.5

4 RRX

5

6.5
Mabton Hill,
unfavorably
known to
motorists from
everywhere,
has been
regraded and
surfaced, and
is now a
splendid
example of the
modern 5 per
cent grade
highway.
The road from
the summit
is being rap-
idly brought
up to
standard.

9.4 Summit



Good road.
Gravel.
14 m. from
here is
Sunnyside



13 to
Sunnyside



9 to
Sunnyside



5 m. to
Sunnyside.



OUTLOOK
School



R. beyond
School



0.5 to
Sunnyside



SUNNYSIDE
Merwin
Studio

MABTON,

STOP AT HOTEL OXFORD

HOME COOKING
GOOD BEDS
BATHS

Hot and Cold Water

We take care of the TOURIST

N. BEAUCHEMIN, Prop.

GRANDVIEW, WASHINGTON

NEW COMMERCIAL HOTEL

First Class Accommodations
Clean, Comfortable Rooms

Hot and Cold Water

Private and Shower Baths

REASONABLE RATES

Dining Room in Connection

WE CATER TO PHOTOMOBILE
TOURISTS

GUY PAINTER, Prop.

GRANDVIEW,

WASH.

Hotel Grandview



“Pride of the Yakima
Valley”

Headquarters Alike
for Tourists and
Business Men

Clean, Airy Rooms,
Hot and Cold
Water

Free Baths

Best Meals in the
West

Home Comfort in the Fullest
Sense

REASONABLE RATES

Famous Grandview Camp
Grounds in Connection

Mrs. W. F. ELSER, Prop.

0.6 beyond
Sunnyside

7.3 R.

8 RRX

8.7

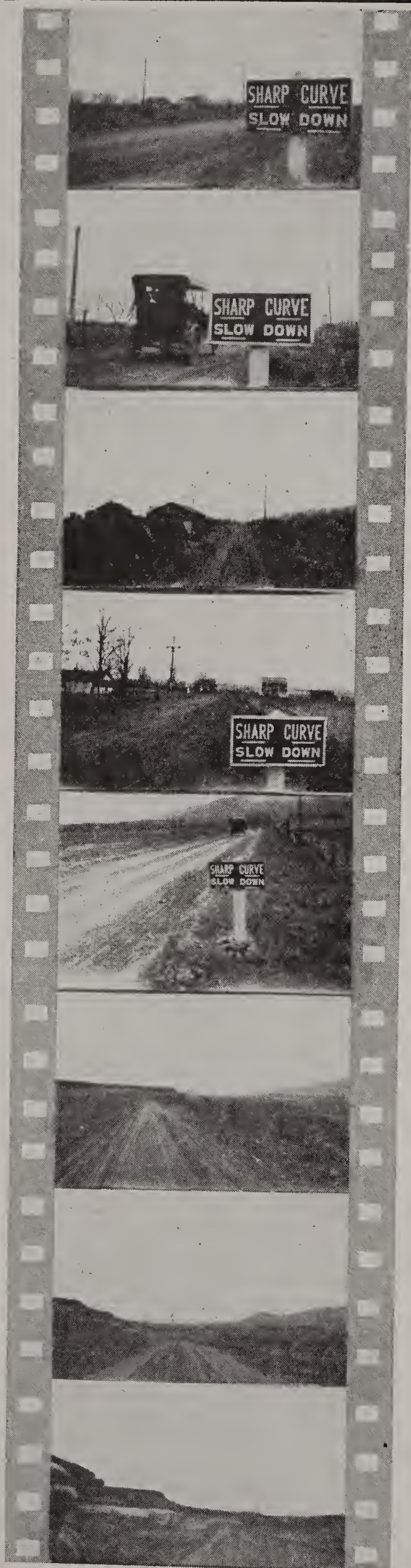
9

9.3

10

Entering
GRANDVIEW





1.8 Curve

2.7 Curve

3.6

5.2 Curve
School on L

6.2

8.2

10.2

11.2

GRANDVIEW, WASH

GRANDVIEW VULCANIZING & SUPPLY SH



Send Your Tires Ahead
Save Time.

ALL WORK GUARANT

GOODRICH TIRES OIL and GAS

H. G. ROBERTS, Prop.

PROSSER, WASHING

WHITE STAR STAGE LINE

A Quick Way to
travel between

PROSSER,
GRANDVIEW
and SUNNYSIDE

Ellensburg and Wenatchee
3 Times a Week

C. A. PRATHER, Manager

19



20



20.7 X Br.



21 RRX



22



24

24.7 Looking
R. from Br.

26



Thousands of years ago, scientists tell us, there existed between the Rocky Mountains and the Cascade range a vast inland sea — the waters left imprisoned when the ocean had receded. After many ages these pent up waters burst the restraining barriers and forced their way to the ocean, creating the deep canyon of the Columbia, but leaving behind a broad plain, now known as the Inland Empire.

What was once a desolate waste, however, has been transformed into a "Land of Canaan." Its plateaus unite to form one of the bountiful "bread baskets of the world" while its valleys yield generously of nearly all the products of husbandry. Near its borders the mountains, with their retinue of trees, flowers and grassy meadows, reach as far as the invisible power permits and then dispatch their emissaries, the rivers, to wind through and through and distribute the welcome waters that enkindle the irrigated districts with life and activity.

Far beyond the boundaries of our own state spreads this wonderful plain, but the brief description contemplated in these few pages must be confined chiefly to Washington. The curious sightseer or the serious homeseeker can well afford to spend many days exploring this region, marveling at both the mighty forces of creation and the embellish-



25

27.6 L. over Br.

28.1

29.7

30 Sign

31.1

31.6

32 Road Signs

ments of man. Under more pleasant circumstances it can be traversed now when the early pioneers fought their way over mountains. Lewis and Clark, the Hudson's Bay Company men, and Marcus Whitman supplemented their sturdy limbs and indomitable courage with the trusty horse, the slow prairie schooner or the rude river raft. Today the palatial cars of the transcontinental lines make daily trips across the continent, while the branch lines accommodate the parts not reached by rail. The territory north and south is served by well constructed thoroughfares.

USE
SHELL
GASOLINE
Service
Stations
Everywhere



HOTEL KENNEWICK
ROOMS 75¢ & UP
FREE GARAGE PARK HOTEL

33 beyond
Prosser

34

35.5

35.7

38

39

41



HOTEL KENNEWICK

KENNEWICK, WASHINGTON
M. O. KLITTEN, Prop.

**Modern Roomy
Well Equipped**

A cuisine that needs no
apologies.

AUTO MEETS ALL TRAINS

KENNEWICK, WASHINGTON

COLUMBIA GARAGE

FORD AGENCY

EXPERT AUTO REPAIRING

Lathe and Storage Battery Work
Oxy-Acetylene Welding, Brazing,

VULCANIZING

Full Line of Accessories on Hand

A. V. SMITH, Prop.

Third and Washington Streets



1 Good gravel

2

2.9 Road Signs

4

5.1

6

7.5

8.5

KENNEWICK, WASHING

PALACE CAFE

The Tourist's Natural
Stopping Place

First Class
Home Cooked Meals

QUICK SERVICE


Lunches Put Up On
Short Notice

ICE CREAM
CANDIES
CIGARS

G. E. WILLSEY, R. BROUGHTON
Proprietors



11 Columbia River



11.5 Columbia River




12 Hover Ferry



12.1 Hover Ferry



HOVER FERRY



13 Ferry landing across Columbia.



13.7



14.1 Road Signs

HOVER,

WASH.

PHOTOMOBILE TOURISTS

Cross the Columbia BY STEAMER

HOVER TO ATTALIA

Continuous Service.

Short-cut Between Walla Walla
and the Coast.

SPEED, COMFORT and SAFETY

Hover-Attalia Ferry Co.

THE
MODERN
HIGHWAY
IS A
CONCRETE
EXAMPLE
OF
GOOD ROAD
WISDOM



15.1



15.5



16.6
"The Gap"
in the
distance.



16.8



17.6 L. Sch.



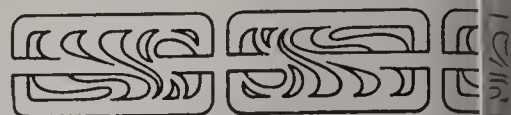
17.7 Signs



17.7
WALLULA
Home Kitchen



WALLULA
Garage.



The development of a region as rich with dormant and natural resources as that you are passing through necessitates the investment of capital in large amounts.

Mines must be expected, then developed and worked; water power must be served and utilized as to bring the permanent reclamation of land must be recorded and farming operations conducted on a large scale, to attain an adequate return on capital investment.

UNITED SECURITIES TRUSTEES

conduct their conservative business.

Consult us before making an investment of any kind.

1526 L. C. Smith Building
SEATTLE, WASHINGTON





27.7



29 A com-
mon event.
"Slow Down"



30.4



31.6
TOUCHET



31.6 Touchet
Garage



32



34.3



36 LOW-
DEN'S

WALLA WALLA, WASHINGTON

CENTRAL TIRE SHOP

115 East Main St.



Service Car at Your Call
PHONE 275

OIL—GREASE—GAS

All Vulcanizing Guaranteed
Full Line of Auto Supplies
Exclusive Agents for

SAVAGE and FISK TIRES

Full value allowed on old tires
taken in exchange.

E. EPSTEIN—M. D. CROOK,
Proprietors.



37



38



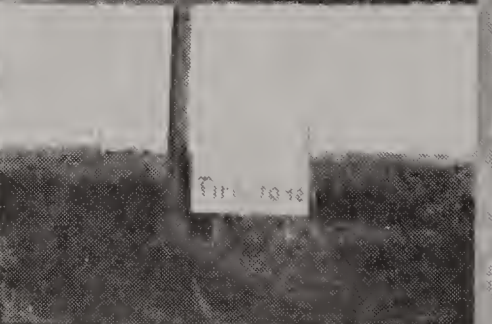
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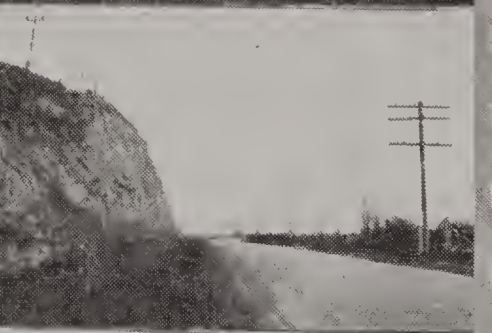
39.5



40



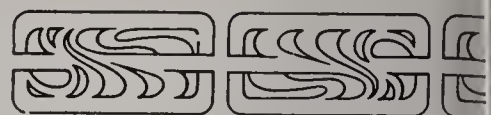
41



41.5



Road Signs



Clark's Book Store

13 W. Main St.

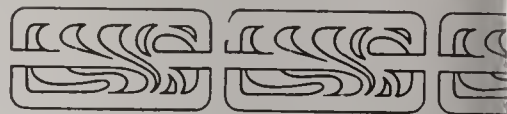
Members Photomobile Tourist
Association

COMPLETE LINE OF

Stationery, Fountain Pens
Photographic Supplies

Phone 822

CLARK & CROXDALE, Inc.



WALLA WALLA, WASH.



The most sensitive, delicate
VITAL part of a motor
car is its

ELECTRICAL SYSTEM

We are Specialists in this branch of
applied science

Our Experience and Equipment

ARE AT YOUR SERVICE

JOHNSTON'S
AUTO ELECTRICAL
SERVICE

WALLA WALLA

The City of Walla Walla, population 25,000, is located in the centre of the richest agricultural districts of the Northwest. The chief industry of the whole section is farming, the products being hay, grain, vegetables, butter and cheese.

The State Penitentiary is located here, also the famed State Game

The city has fine parks, an auto camping ground, and excellent stores and hotels.

No city in the state is better served by garages and accessory oil stations and "tire hospitals."

* * * * *

Walla Walla, in some measure, is a city of delightful surprises to the tourist.

The very solidly built hotels and stores give it an unmistakable air of prosperity and even affluence of which many larger cities might well be proud.

Being, however, mainly a prosperous agriculturally supported community, the farmer is King, and there is a very noticeable absence of the dapper, city-groomed youths one sees in the metropolis. Business seems to be conducted in much the same manner as obtained a generation ago, when the mad rush for the almighty dollar was apparently less strenuous.

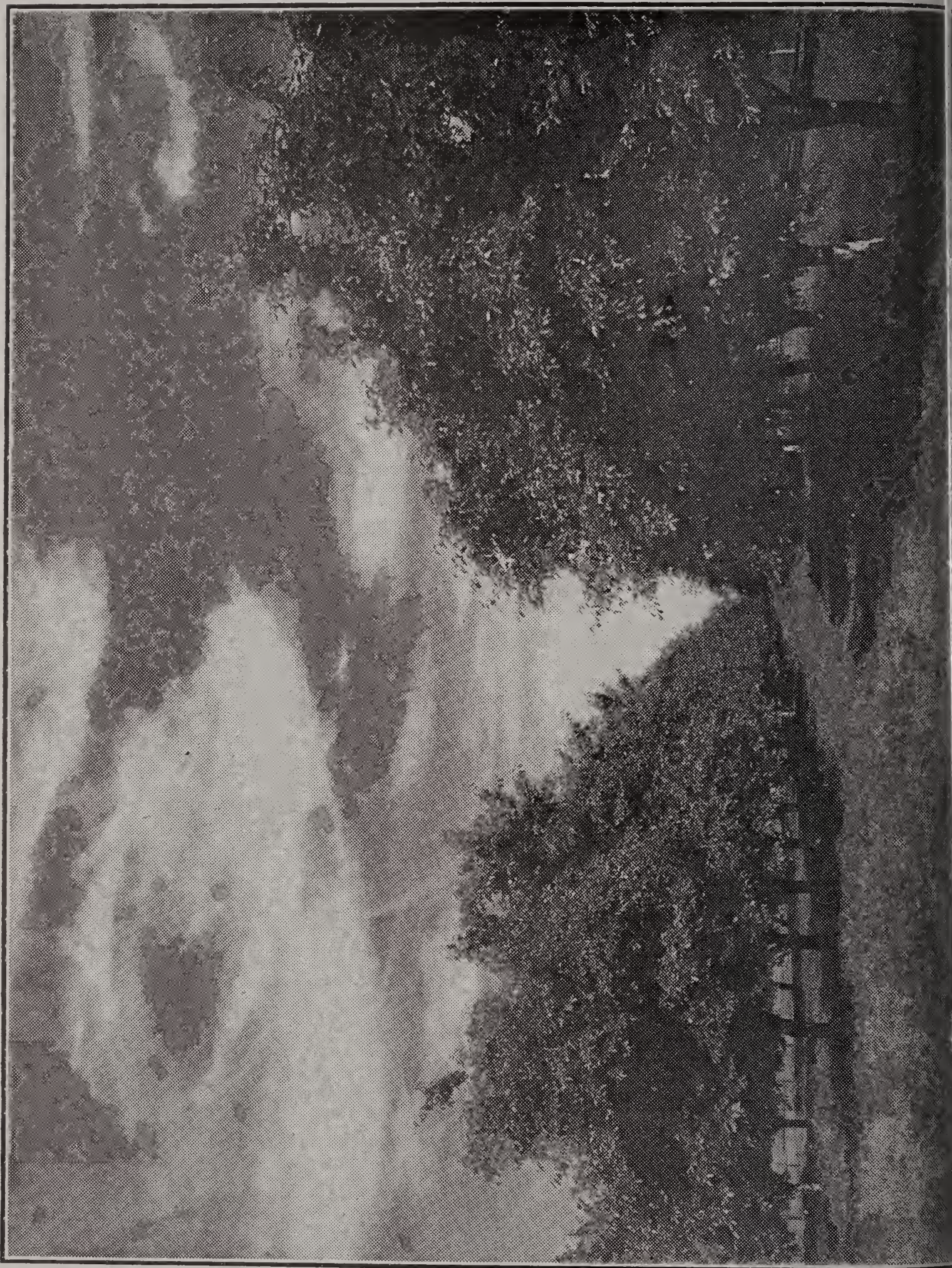
But with all this, if you expect to find the least semblance of the big town, you will have to look further than Walla Walla.

The fact is, the longer you stay, the more you will like the free-easy manner of the citizens.

And you may meet and talk with a rancher on the street who has taken time to change his suit before coming into town; he may have been closing a little \$50,000 deal in cattle or grain, but you would never know it. Go with this same rancher to his home (for hospitality is the synonym of Walla Walla) and you will find an air of refinement in every detail, and a house, probably, with every modern contrivance and improvement known to the science of home building.

The Chamber of Commerce, the Auto Club of the Tri-State Association and every other civic organization set up for the greater happiness of the tourist and home-seeker and resident alike, seem to have followed the rule of unlocking the gates of the city, and then losing the key.

Those hideous street signs and posters of things one mustn't do are conspicuous by their absence, and if you stay in Walla Walla overnight you do not experience a feeling of real good fellowship and welcome, you should consult a specialist. Walla Walla is all right all around.—Ed.



Trees like this bear witness to the practice of scientific methods followed in Walla Walla orchards. The means are justified in the heavy yield, fine quality and excellent price received.

THE MULLAN TRAIL

Fort Benton to Walla Walla

h appropriate ceremonies the Captain John Mullan monument
eiled during the month of September, 1918, there being a large
of people present. Hon. Wm. A. Clark, Jr., of Montana, through
ety of Montana Pioneers very kindly furnished the money for
uments that mark the Mullan Trail. This gift to the great
states, out of which was carved the Commonwealth of Montana
s the love and patriotism of Montana men to the border Com-
th, who gave the birthplace and wealth, his contribution to the
il records of these states is a commendable instance of the love
great west that recognizes neither sectional nor boundary lines
rving from oblivion any important historical fact relating to the
up and settlement of the northwest territories.

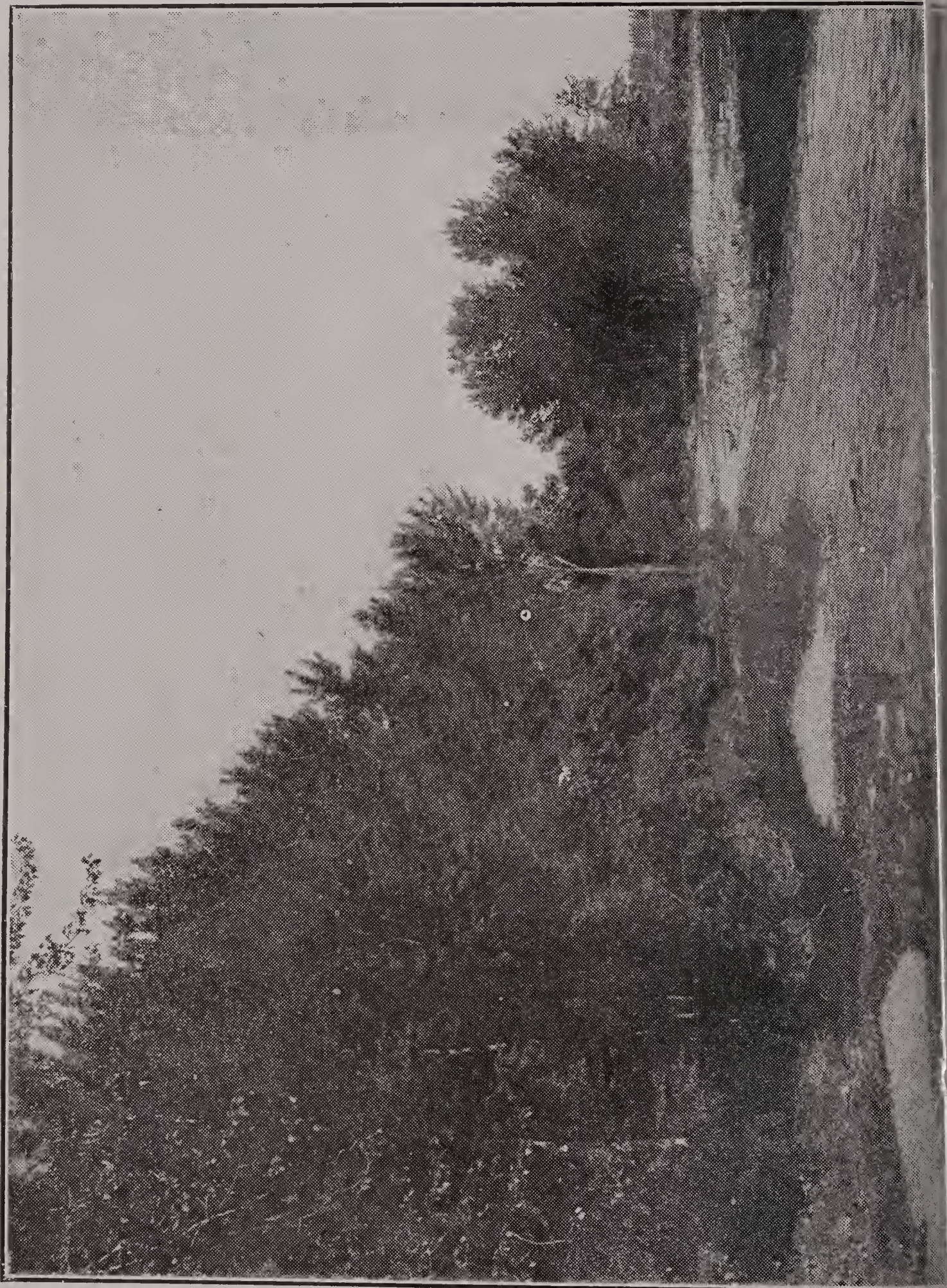
location of the sites of the monuments through the State of
was left to Professor Henry Talkington, of Lewiston, Idaho, a
of the Biographical Society of Idaho. Professor Talkington
Mullan, Wallace, Kellogg, The Old Mission, St. Maries, Coeur
and Spokane Crossing.

fifty years after the exploration of Lewis & Clark, "The Oregon
was the usual route to the Northwest. It is true that at first
pers and later the traders ascended the Missouri to Fort Benton
t the Indians of Eastern Washington and Northern Idaho came
he mountains to hunt buffalo in Montana, but the trails known
ndian were not known to the white man and he himself had no
routes.

response to demands the government decided to build a military
Capt. John Mullan was commissioned to build this road.

y July 1, 1859, Capt. Mullan began work on the road starting
alla Walla the Western terminal. He had about a hundred men
c with wagons, pack horses, axes, picks, shovels, whipsaws and
ols necessary for the work. The men were divided into parties,
rty being in charge of a foreman. The topographers and engi-
rst made permanent locations, selecting lines of least resistance,
g suitable places for fords or ferries across the streams; avoiding
s possible canyons, hills or mountains that would require corduroy
ge work, or thickly timbered sections that required much chop-
Of course there were places where these obstacles could not be

ians rendered Mullan great assistance as guides, mail carriers,
, etc. During the winter of 1859, Garry, the chief of the Spo-
brought the mail regularly by way of Clark's Fork. In the spring
Mullan was at work in the Bitter Root Valley and in great need
olies from Fort Benton. He says, "For my men and stock my
ies were so great that I laid my wants before the Flatheads.
them that I needed 117 horses with 15 or 20 of their men to
any Mr. Sohn across the mountains. They promised me a reply



Water in abundance, plenty of sunshine, good soil and fruit trees well cared for:—the inevitable result is that Walla Walla is a fine fruit-raising as well as a wheat growing locality.

WALLA WALLA,

WASHINGTON

Co-operative Garage Co.

AUTO ACCESSORIES AND SUPPLIES

Automobile and Tractor Repair Work

Autogenous Welding and Brazing

Spring and Special Brazing Work

CARS WASHED AND POLISHED

Service Car at Your Call

OPEN ALWAYS

J. W. MILLER

D. M. PHILLIPS



WALLA WALLA,

WASHINGTON

SKOOKUM SERVICE STATION

C. E. MORRILL, Prop.

GAS, OILS, GREASE

and a full line of
AUTO SUPPLIES

Braender Tires and Tubes on Hand

218 E. Main Street

WALLA WALLA,

WASHINGTON

Western Battery and Electric Co.

A. E. METSGER—G. W. BAARS, Proprietors

Battery Service Station

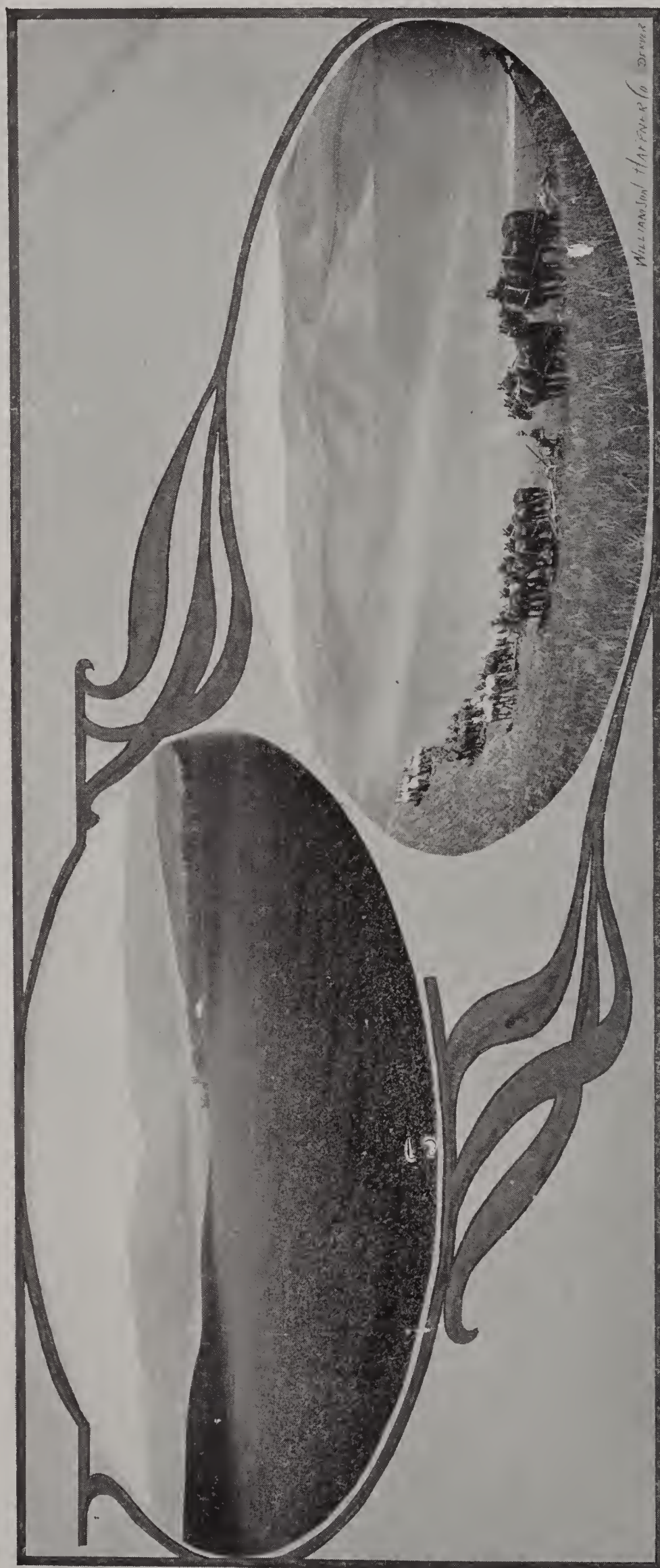
PREST-O-LITE

A better battery for your car.

Our Service Car Awaits Your Call

218 EAST MAIN STREET

Phone 726



SCENES NEAR WALLA WALLA, "THE LAND OF THE GOLDEN GRAIN"

Walla Walla is the geographical and commercial centre of the great grain belt of Eastern Washington. Everything is on so grand a scale that pictures do not adequately convey the true perspective of it. The thirty-mule-team harvester is not uncommon, but is being supplanted by the tractor and "gas mule."

VALLA WALLA,

WASHINGTON

SERVICE REPAIR SHOP

STORAGE, CARS WASHED

AND

OVERHAULED

OXY-ACETYLENE WELDING

AND

BRAZING

CARL MUELLER—J. L. SPOHN

Proprietors

day when they would send me as many sticks as they had men and horses to furnish. The next morning their chief, Ambrose, came to me at Owen, where I was a guest, with a bundle of 137 sticks, each representing a horse or a man. Such nobleness of character as is found among some of the Flathead is seldom seen among Indians. I have credited to their credit that I never had a want, but which, when made known to them they always treated myself and parties with a frank generosity and continuous friendship. They were paid for the use of their animals and the services of their men, and made the trip in the month of March safely across the Rocky Mountains, bringing me back 100 rations."

Captain Mullan and his road builders reached Fort Benton on August 1860, but it was not until 1862 that the road was entirely completed, the entire cost being \$230,000 or less than \$400.00 per mile. This road enabled the government to move its troops rapidly from Fort Benton to Valla Walla and the Northwest with present conditions and value of the same road to the general public. You are familiar with the fact that it has become a part of a great transcontinental highway. All credit to the man whose vision of the future, whose virility and whose energy of purpose made possible the greater development of the Northwest.—Capt. John Mullan.

FROM Walla Walla to Spokane the route advised by the Photomobile Tourist technical department lies through Dixie, ten miles to Walla Walla, then ten miles further to Waitsburg, ten miles to Dayton, where the road forks, the right turn leading to Pomeroy, Lewiston, Idaho. Take the left road at Dayton, direct north and east to the Central Ferry over the Snake river, following the Inland Empire Highway to Colfax. From Colfax the route is almost direct through Thornton and Rosalia to Spokane.

This part of the route is not photographed in the mileage strip, the reason that certain portions of it were under re-construction when the logging of Eastern Oregon was in progress. At the present time, however, the road is UNIFORMLY GOOD, and should be adopted as the main route between Walla Walla and the northern part of the "Inland Empire."

There are many good lateral roads in this section, which is a grain raising district, and almost all these roads are wide and well kept. In the fall, however, owing to constant use by heavy grain trucks, the road is likely to become dusty and more or less uneven. During the winter season snow is encountered north of Colfax, but the coming of the new highway will enable the route to be kept open between Spokane and Walla Walla almost all the year.

This section of country is not so well known to the tourist as is served by the North Central and Sunset Highways, but it is extremely prosperous though not densely peopled.

The cities passed en route—Dixie, Waitsburg, Dayton and Colfax—measure up to the high standard of western advancement in every particular. Good garages and stores are found in every city, and most of the garages maintain their own repair shops.

Waitsburg, Washington

WAITSBURG was founded in 1875. The population is 1,400. The chief industry is wheat raising. Over a million and a half bushels are marketed each year from this city, which maintains a six hundred barrel flouring mill.

Waitsburg is fast becoming a commercial and apple centre, its annual output being in excess of \$100,000 worth of fall and winter ties alone.

The Blue Mountains, sixteen miles away, afford fine hunting and good camping spots in the shade of pine, fir and tamarac.

Here also are found many small, clear, swift-running streams stocked with trout.

Waitsburg has one hotel, the Bradley, and a new garage owned by the MCKINNEY AUTO COMPANY. This is one of the best equipped garages in the state.

WAITSBURG

WASH.

The McKinney Auto Co.

W. E. McKINNEY, Prop.

GARAGE



Goodyear Tires Vulcanizing

BATTERIES CHARGED

Day and Night Service

EXPERT MECHANICS

Waitsburg,

Washington

Porter's Confectionery

CIGARS, TOBACCO,
ICE CREAM, SOFT DRINKS
LIGHT LUNCHES

B. O. Porter, Proprietor

United Securities Trustees, Financiers

1526 L. C. SMITH BUILDING
Seattle, Washington

The
Best Road
To
Spokane
is via
Waitsburg,
Dayton,
Central Ferry
and
Colfax.

DAYTON,

WASH.

**A. B. C.
CONFECTIONERY**

LIGHT LUNCHES
ICE CREAM
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CIGARS, CIGARETTES

We Make Our Own Candy

Everything the Best

NEW FOUNTAIN

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DAYTON,

WASH.

**FRED W. CAHILL
& CO.**

**BAKERY
and
GROCERY**

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Best Road
To
Spokane
is via
Waitsburg,
Dayton,
Central Ferry
and
Colfax.

COLFAX,

OLYMPIC ROOMS

Mrs. A. LeBrien, Prop.

The most homek
place, with th
best service

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AUTO LAUNDRY

Colfax's Live Wire

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Quick Work,
Reasonable Prices and
Satisfaction Guaranteed

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The
Photomobile Tourist

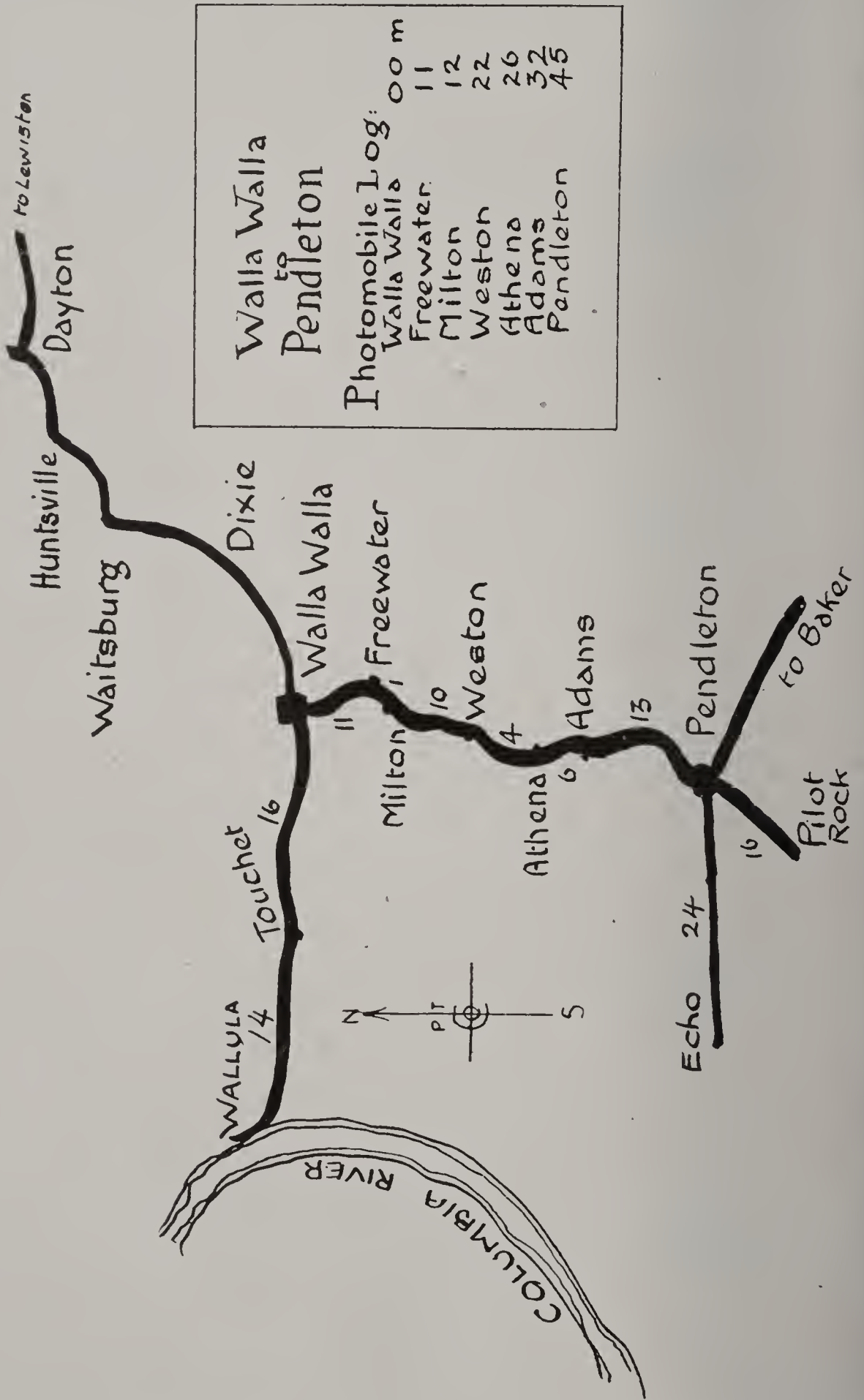
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Seattle, Wash.



WALLA
WALLA
Grand
Hotel

0.5 T. L.



2 T. L.



3

3.3 Road
signs

4.1



5.1



6 T. L.

The Pendleton Roundup is a frontier exhibition and festival which is held annually in September. It consists of a series of contests and races illustrative of the methods employed in western stock rearing and the lives, both as to work and play, of the men engaged in these pursuits.

Fifty to sixty thousand people visit the show and are entertained in the hotels and homes of the town. When the population of Pendleton is taken into consideration (only 7500) the magnitude of the task of entertaining such a number of guests is better realized. The Pendleton Roundup is a community enterprise. Roundup Park, the tract where the show is staged, including its buildings and improvements, is owned by the municipal corporation. The management of the show is in the hands of a corps of directors who donate their services absolutely without pay, even to the extent that all of the officers and directors buy and pay for the seats at the show which they and their guests occupy. Whatever profits are derived from the proceeds of the show are expended in improvement of Roundup Park, with the idea of perpetuating its use as a municipal park and playground.

During the evenings of the three days of the Roundup an auxiliary entertainment, known as "Happy Canyon," is



6.8 L.

7.3

8.5

8.7

10

11

11.8

FREEWA-
TER, ORE.

provided for the visitor at Pendleton. This consists of a simulated pioneer town of the western country" and there may participate in a variety of forms of amusement and entertainment common to the pioneer period.

The latest addition to the improvement of River Park is a public natatorium built in 1915 at a cost of \$11,000.00. This includes a steel reinforced concrete swimming pool equipped with a specially constructed life-cotta life-rail and a trough, locker and dressing rooms for both men and women, showers, toilets for spectators, etc. It is entirely up-to-date in steel construction and the interior

FREEWATER,

OREGON

TWIN CITY GARAGE

Agents for

**ESSEX,
LIBERTY and
OAKLAND
CARS**

U. S. and other TIRES on hand

**EXPERT MECHANICS
OIL AND GAS SUPPLY
SERVICE CAR**

J. O. HAWTON J. J. REED
R. C. ROSS,
Props.



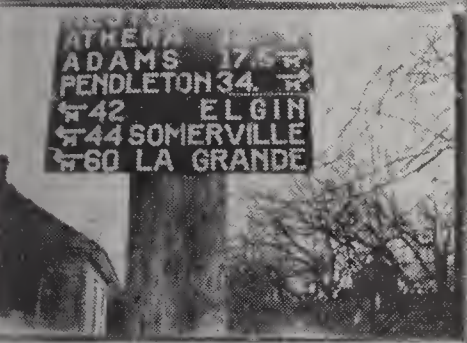
FREE-
WATER



MILTON
Overland
Garage



MILTON



Road Signs



15.1



16.1



17.2



18.7

MILTON,

OREGON

MILTON GARAGE

UP-TO-THE-MINUTE IN
EVERY DETAIL

We're always busy, but not too
busy to render you cheer-
ful, expert service.

Trouble Car At Any Hour

ADAMS,

OREGON

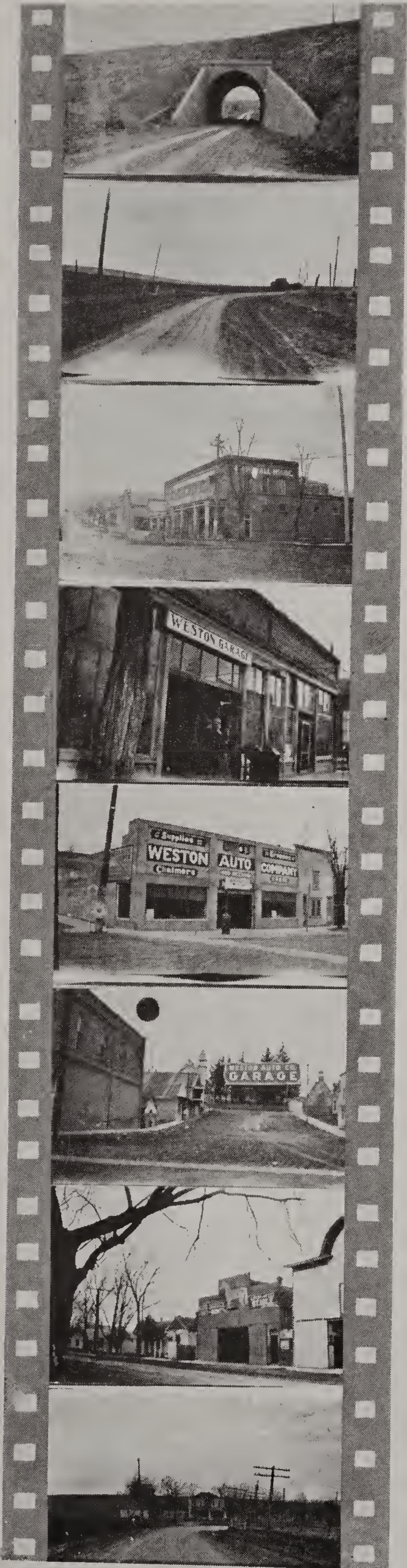
ADAMS GARAGE and Machine Shop

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TIRES AND TUBES

Battery Service

BUNCH BROS., Props.



19.4 Under
R R

21.3

WESTON
Marshall
House

Weston
Garage

Weston Auto
Co. Garage

Same. L.

Weston Auto
Service

25.1

of its being built by fu
supplied by popular su
tion as a municipal inst
for public benefit has
ened interest and elici
quiries from all ove
United States.

The altitude at Perle
is 1070 feet. The annu
cipitation, averaged o
period of twenty-five ye
14.08 inches. The clima
common with all the
mountain region of O g
is health promoting an
vigorating. Winters are
with occasional "cold su
of short duration but
continuously severe
weather. Summers are
with occasional short pe
of high day-temperature
nights are nearly always
and the degree of humid

ATHENA,

ATHENA VULCANIZING SHOP

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Gasoline, Oils

BRING US YOUR
BLOW-OUTS

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and a CASE is never hopeless
until we reject it.

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AT

ZERBA BROTHERS
GARAGE

Phone 352

CALL OUR SERVICE CAR

Expert Auto Repairing

TIRES—OIL—GAS

Machine Shop

so low that the discomfort produced by the high temperatures is much less than in places where the degree of humidity is high.

All the streets, within the business district of Pendleton, and many of those in the residence parts, are paved with standard hard-surface pavement.

Note — If you are headed for California, make inquiries at Pendleton as to the condition of the road through the Des Chutes valley to Bend and Lakeview.

This road is coming into favor, especially during the reconstruction of portions of the Pacific Highway south of Roseburg.—Ed.

ATHENA
St. Nicholas
HotelATHENA
Zerba Bros.Athena
Garage

29.2

30.1

31.2

33 ADAMS
Bunch Bros.
Garage

34

UMATILLA County is the third in wealth in the state. The assessed valuation, for purposes of taxation, is, in round numbers, fifty millions and the rate of taxation, for state and county, eight mills.

Several hot springs and bathing resorts are located in the county. These all enjoy local popularity and draw considerable patronage from distant parts of Oregon and other states as well. Streams are stocked with all the species of game fishes indigenous to the Pacific Coast and the covers contain a fairly abundant supply of native game both birds and mammals. Camping in the open, angling and hunting are popular forms of recreation, and the climate is such as to make these more generally popular than in regions where the summer climate is less certainly suitable. When planning an outing or picnic, in Umatilla County, it is scarcely necessary to take into consideration the usual proviso "if it don't rain."

Three terms of the State Circuit Court, two terms of the Supreme Court and two terms of the United States District Court are held annually in Pendleton.

The population of Umatilla County is 25,000. The principal towns, beside the county seat, are: Adams, Athena, Echo, Freewater, Helix, Hermiston, Pilot Rock, Stanfield, Ukiah, Umatilla and Weston.

For further information, address the SECRETARY of the COMMERICAL ASSOCIATION of Pendleton, Oregon.

ATHENA,

OREGON

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If you are seeking clean, comfortable,
spacious rooms, home-like service

AND

a cool dining room in which to enjoy
one of the finest

CHICKEN DINNERS

you ever ate, stop at the

ST. NICHOLAS HOTEL

John E. Froome, Prop.

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POWER PLANT EQUIPMENT

High Efficiency

Maximum Economy

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San Francisco, Cal.

35.9

36.2 RRX

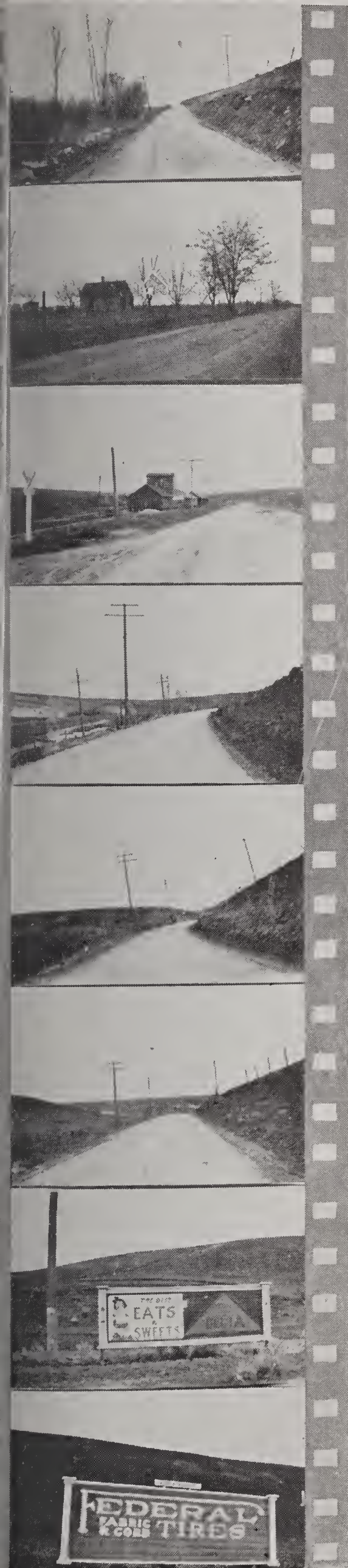
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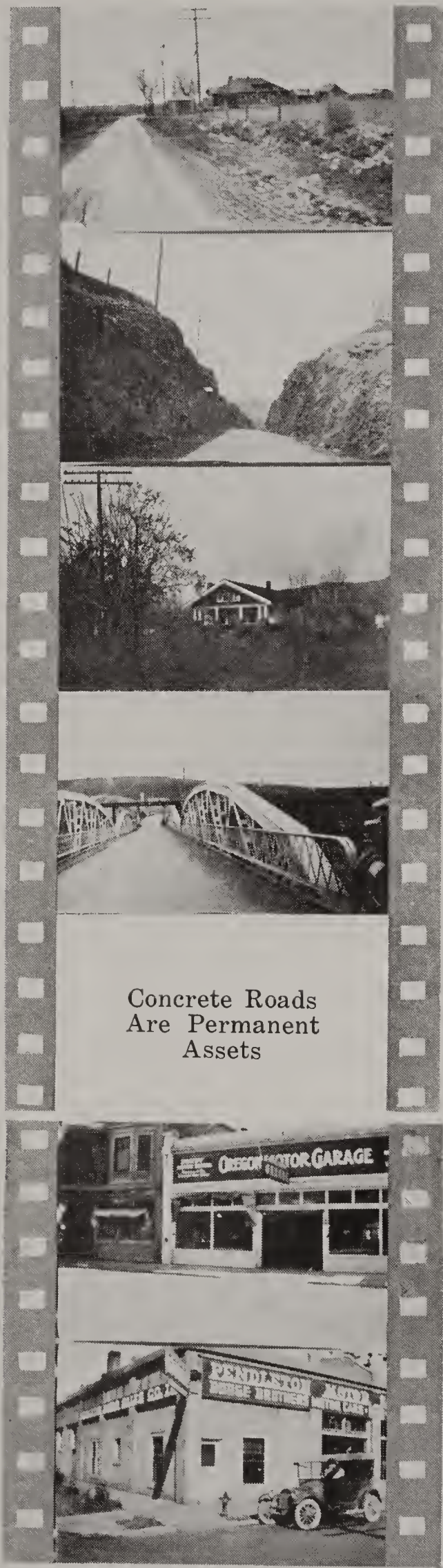
38

39

40

41.9





43

44.8

45

Concrete Roads
Are Permanent
Assets

PENDLE-
TON
(Exit)

PENDLE-
TON, ORE.
Motor
Garage

Pendleton
Motor Sales
Garage

PENDLETON,

OREGON MOTOR SALES GARAGE

The House of Automobile
and Service

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DISTRIBUTORS

Buick Hudson
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AUTOMOBILES

Acason Motor
TRUCKS

A Complete Line of
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SUNDRIES

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Largest and Best Equipment
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Expert Mechanics.

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Office Phone 468

Shop Phone 177

119-121 W. COURT ST

Pendleton, Oregon

“Concrete for Permanence”



SEATTLE FROM CITY RESERVOIR



TOTEM POLE

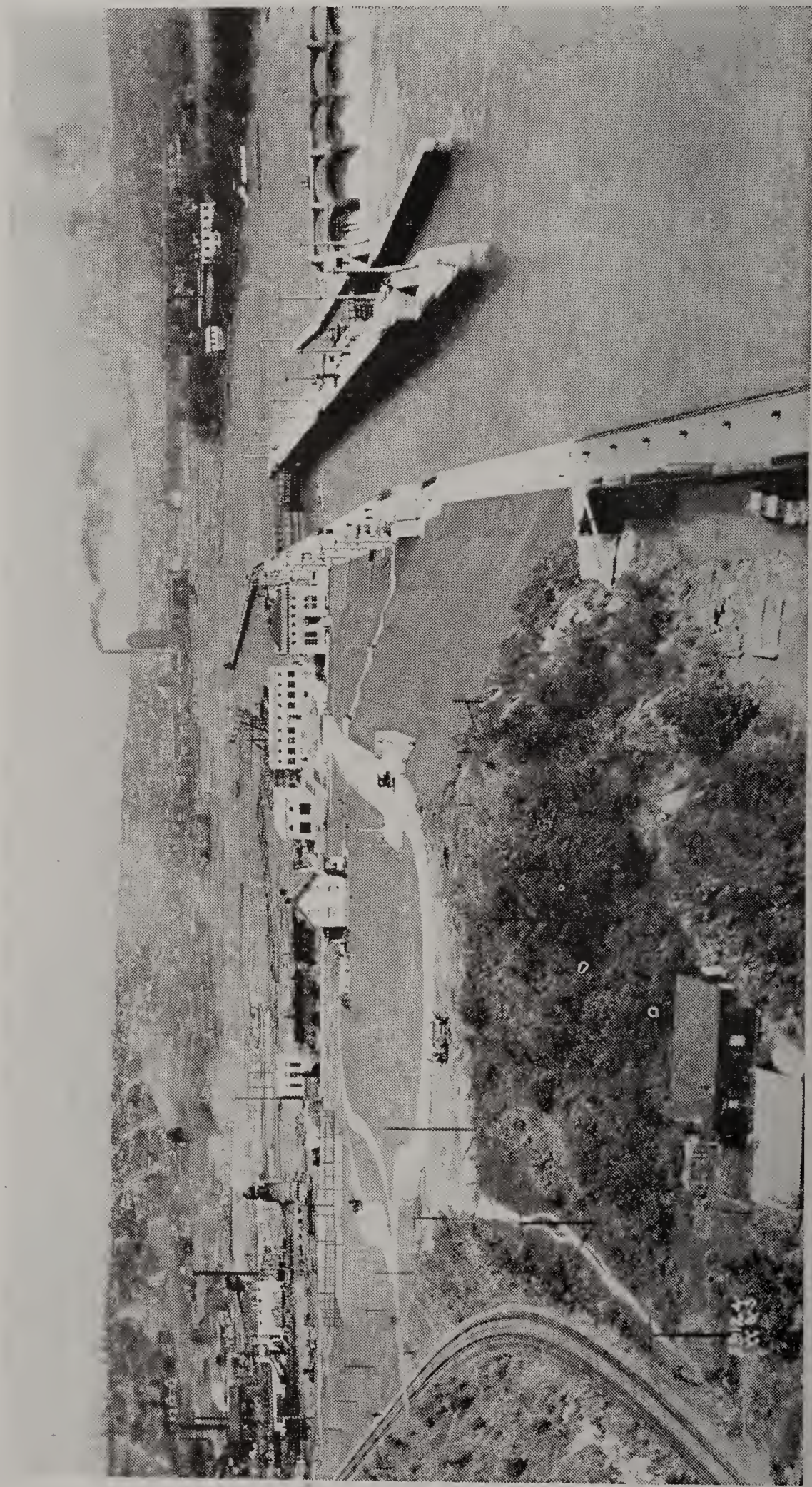
A unique and picturesque shaft of great interest to travelers coming to Seattle, is the Indian Totem Pole, standing in Pioneer Place, near where the first Seattle industry, a saw-mill, was located. This pole contains the genealogy of an Alaskan Indian tribe, and because of its almost perfect proportions and carvings was brought by Seattle business men for the Gateway City to Alaska. A drinking fountain showing the history of Seattle, for whom the city was named, stands near the Totem Pole.

Rising approximately sixty feet high the pole occupies the place of honor in the square and is shown facing the north. The weird carvings adorning the pole, replicas of birds, beasts and strange creatures known only to Alaskan Indians, are noteworthy examples of work of this native art.

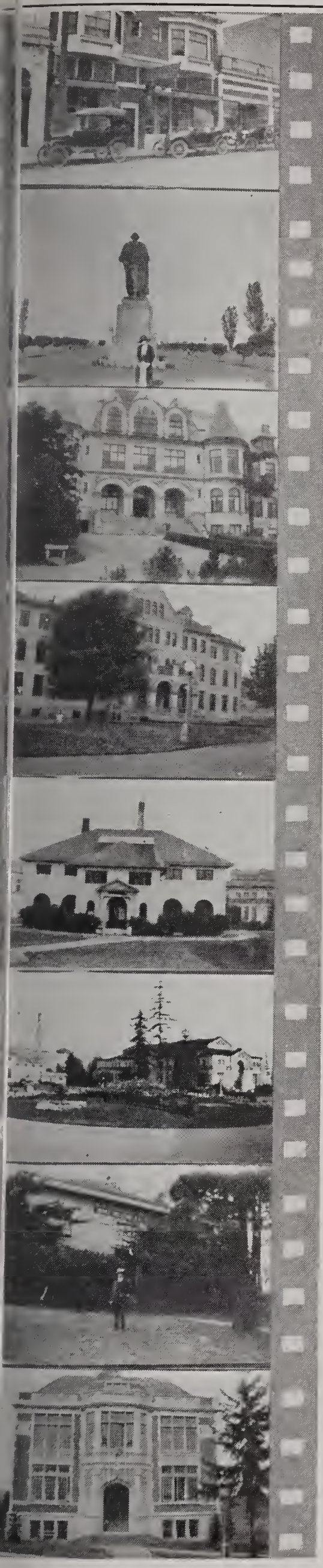
Surrounding the square are several hotels, each of which has catered to Alaska trade for years and which are the headquarters of Alaskans when they come 'outside' in the fall of the year to spend the winter in the states.



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Hall,
U. of W.

Mines Hall,
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U. of W.
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Wonderful French
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are sent all over the United
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Delightful Places for

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and

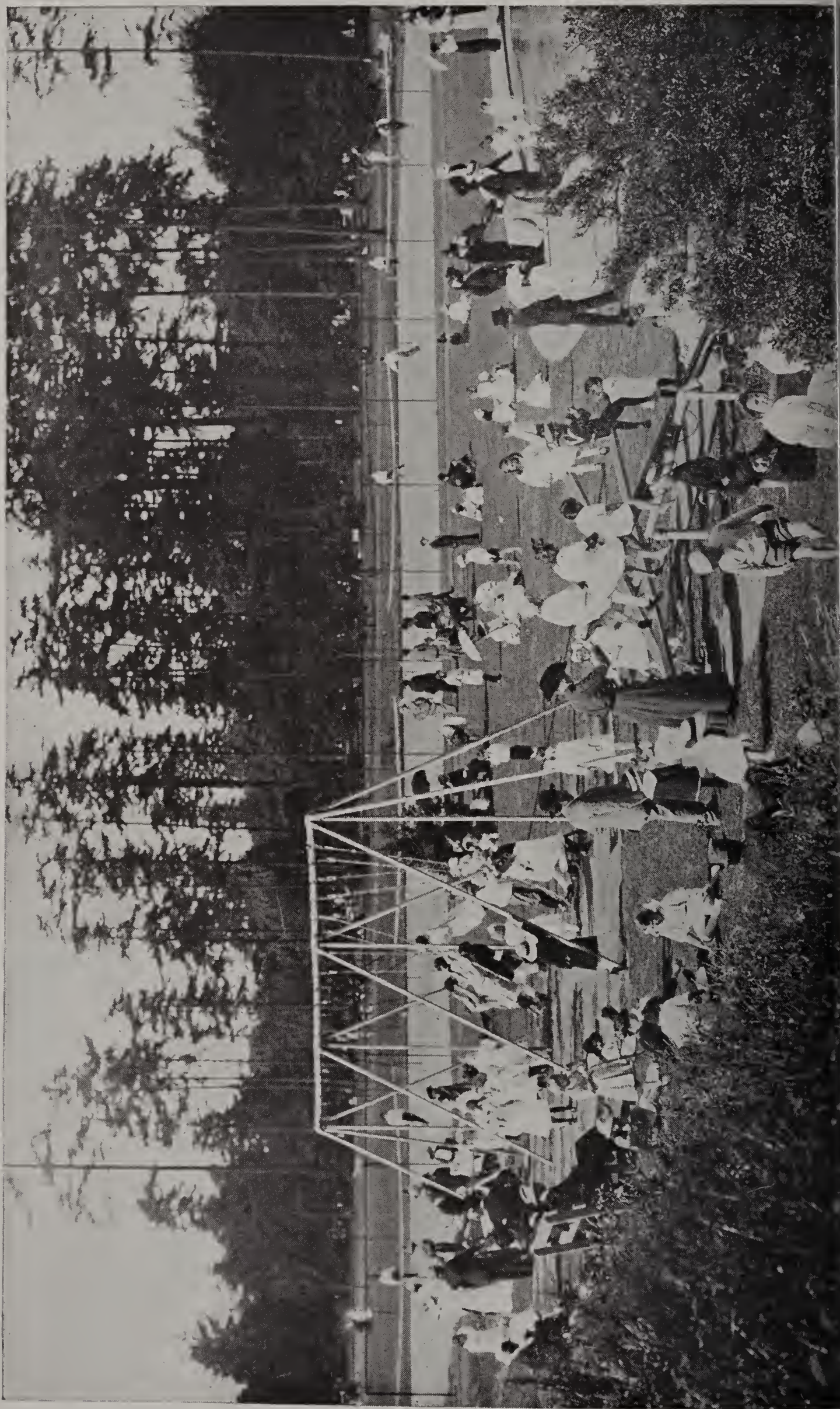
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SPECIAL LUNCHES SERVED
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ail and water meet at Seattle. In addition to the mosquito fleet
g the communities on Puget Sound, this city includes in her seventy-
teamship lines vessels carrying products to Alaska, Siberia, the
t, Philippines, South America, Australasia, Europe and Africa, as
s coast- wise traffic with the Atlantic seaboard through the Panama







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SERVICE
HOUSE
611 E. Pine



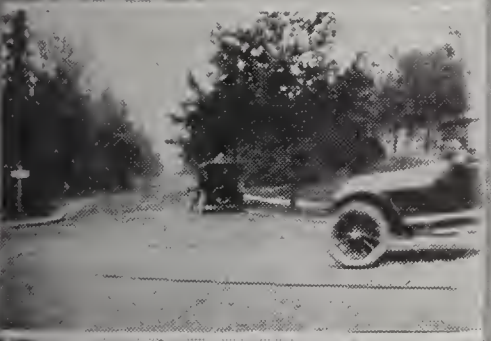
Leschi Park
Bridge



Leschi Park



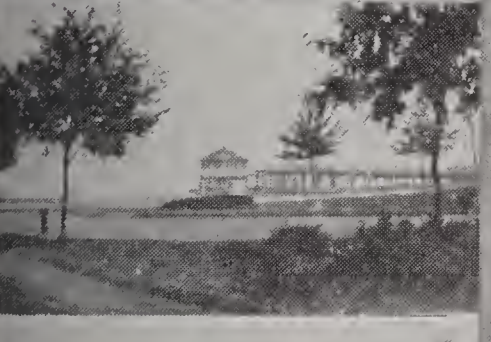
Leschi Park



Mt. Baker
Park



Monument in
Mt. Baker
Park



Boat House,
Mt. Baker
Park



Lake Washing-
ton Boul'v'd

Diamond
SQUEEGEE TREAD TIRES

TIRE SERVICE HOUSE, INC.

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Distributors

DIAMOND
TIRES, TUBES
and
ACCESSORIES

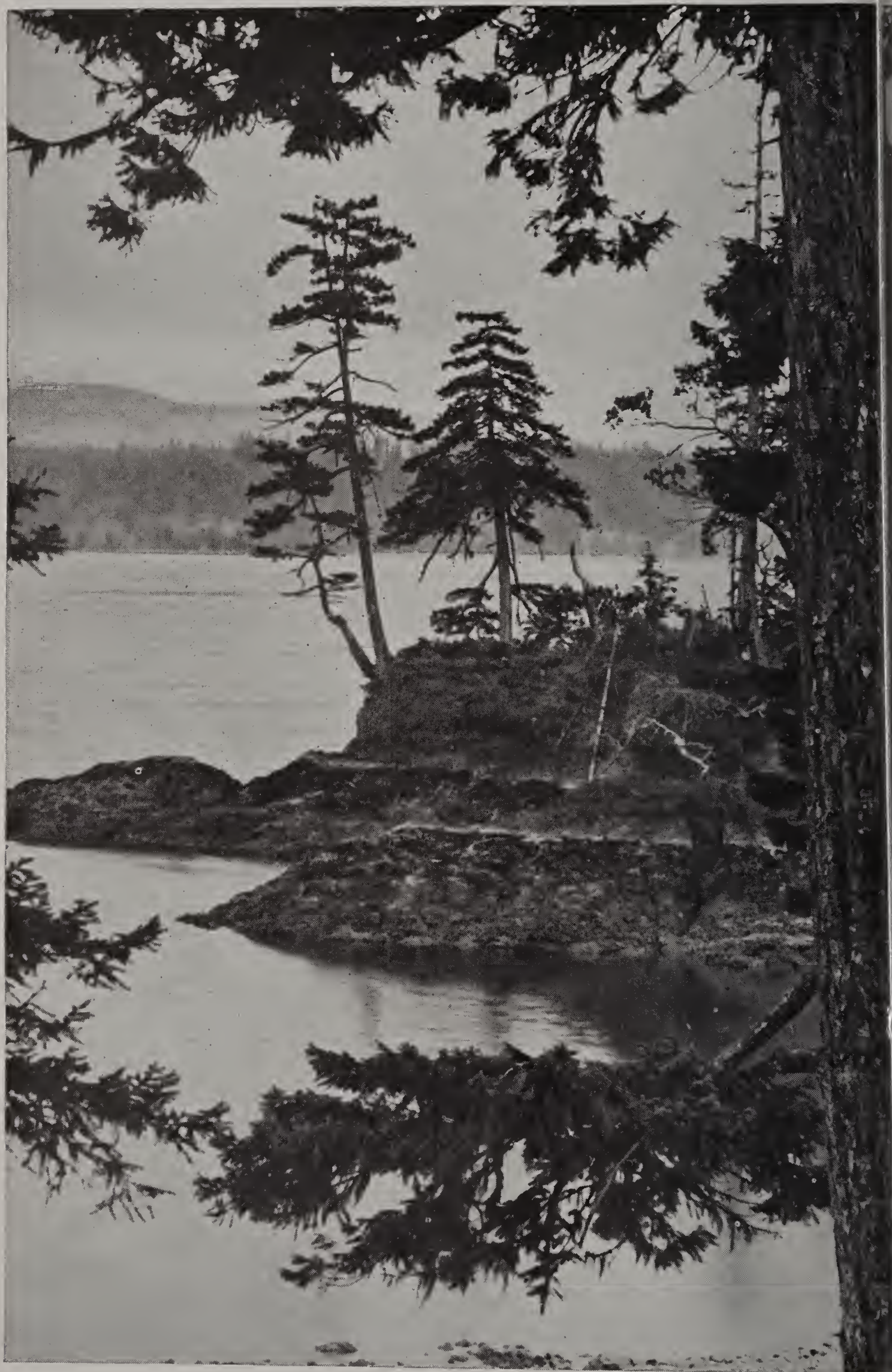
Adjustment Basis:

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on Cords

6,000 Miles
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ALPINE LAKES IN THE CASCADE MOUNTAINS
NEAR SEATTLE

THE development and prosperity of a city are best expressed in the solid and permanent character of its financial, commercial and social institutions.

Wherever the erection of magnificent buildings devoted to civic, county, state or federal administration is closely paralleled by lasting monuments of individual enterprise for specific purposes, THERE is a REAL city.



Measured by such a standard, Seattle, secure upon her seven hills, holds her proud head aloof as the far-flung western epitome and embodiment of a national spirit that knows no ambition but the highest, no battle-cry but to achieve.

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AMBULANCE SYSTEM of the Bonney-Watson Establishment.

From a modest beginning nearly half a century back, the Bonney-Watson establishment has expanded with the progress of the times, until now it has become an effective unit of personal service complete in the minutest detail, housed in a building that fits into every angle of its delicate mission with an unobtrusiveness and naturalness that begets and retains the confidence of its clients and the admiration of its friends.

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Entrance to
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Park

Volunteer
Park

Volunteer
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RADIATORS

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All work done by experts in
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HOTEL CONGRESS

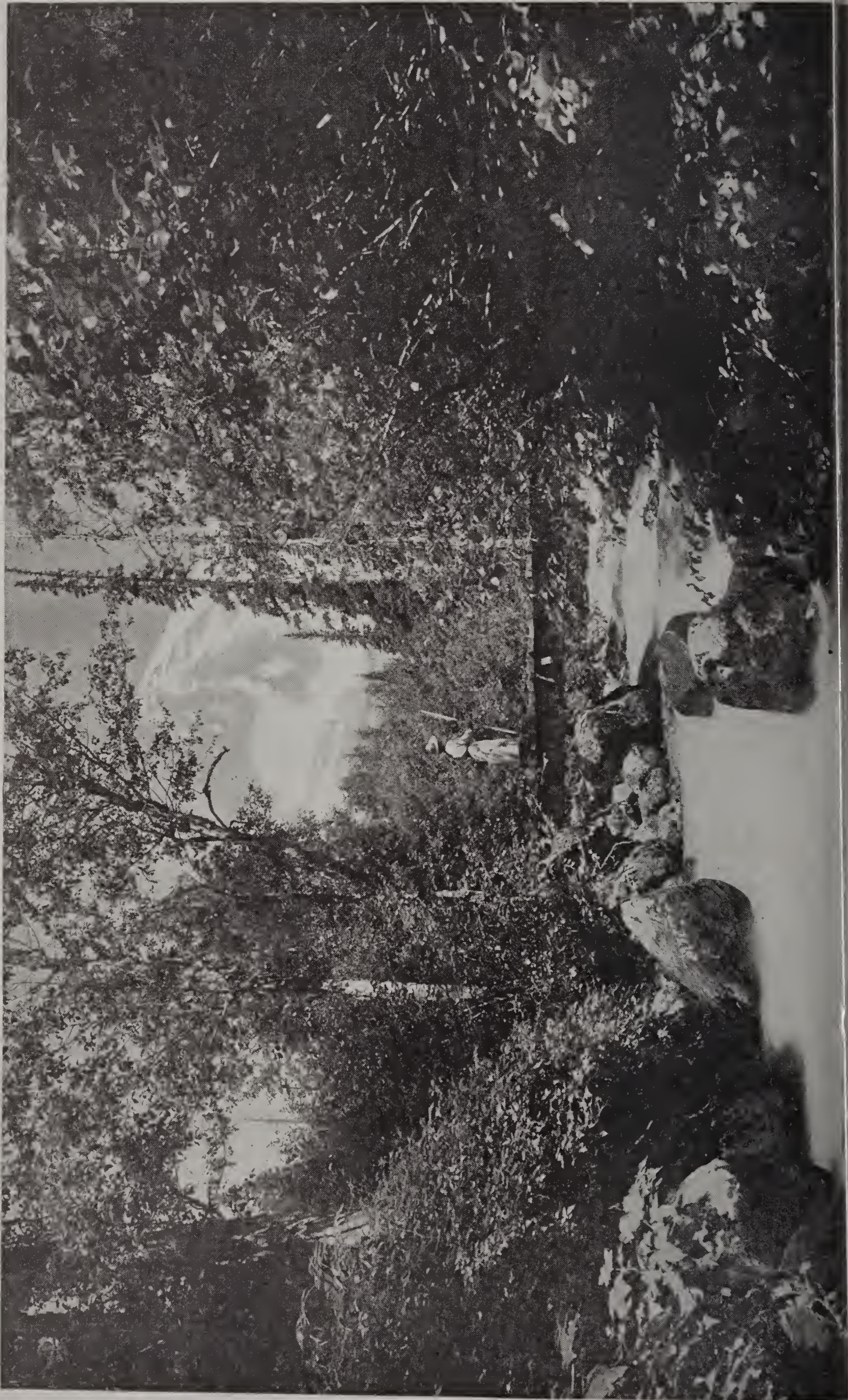
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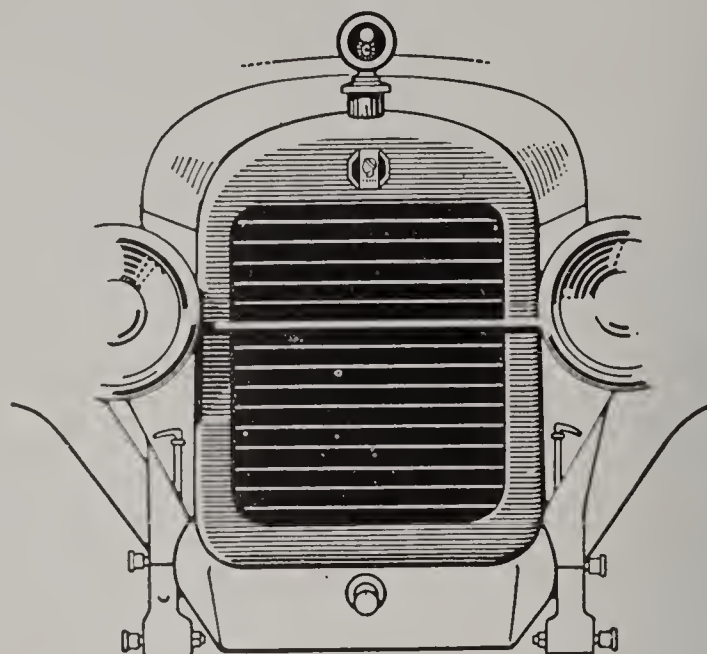
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Red and Gray Inner Tubes guaranteed for two years against defects in material and workmanship.

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UNSURPASSED
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Timken Axles—Flexible Six Motor—Harrison Radiators—Thermostatic Control of Shutters—Spicer Universal Joints, Borg & Beck Clutch—Detroit Steel Products Company's Springs—Auto Lite Starter—Atwater-Kent Ignition System—Stromberg Carburetor—Prest-O-Lite Storage Battery—Painting and Trimming given great care—Pantasote Top.

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TORS



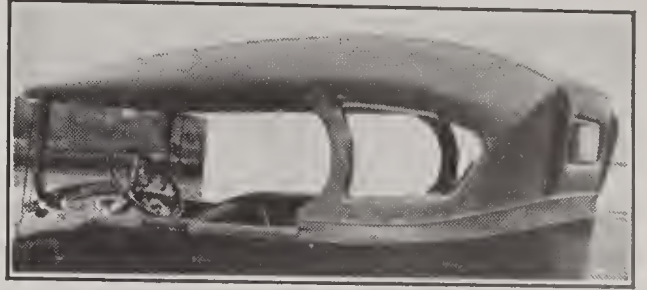
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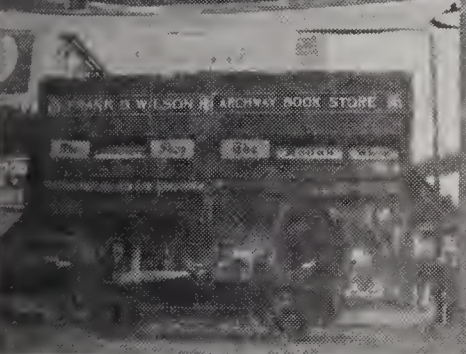
Boulevard,
University
Park



U. of W.



First
Baptist
Church



ARCHWAY
BOOK
STORE



Fourth
Church of
Christ,
Scientist



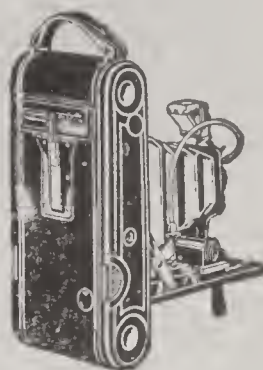
Catholic
Cathedral



First
Methodist
Episcopal

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STORE
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“ETERNAL
NEWNESS”

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Trip—

AND FRESH

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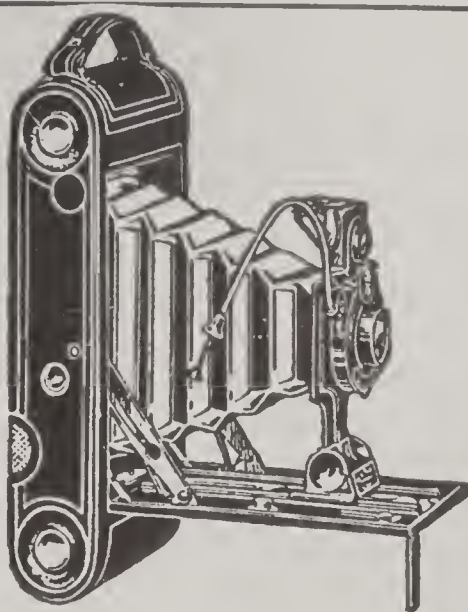
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Full Line of Accessories
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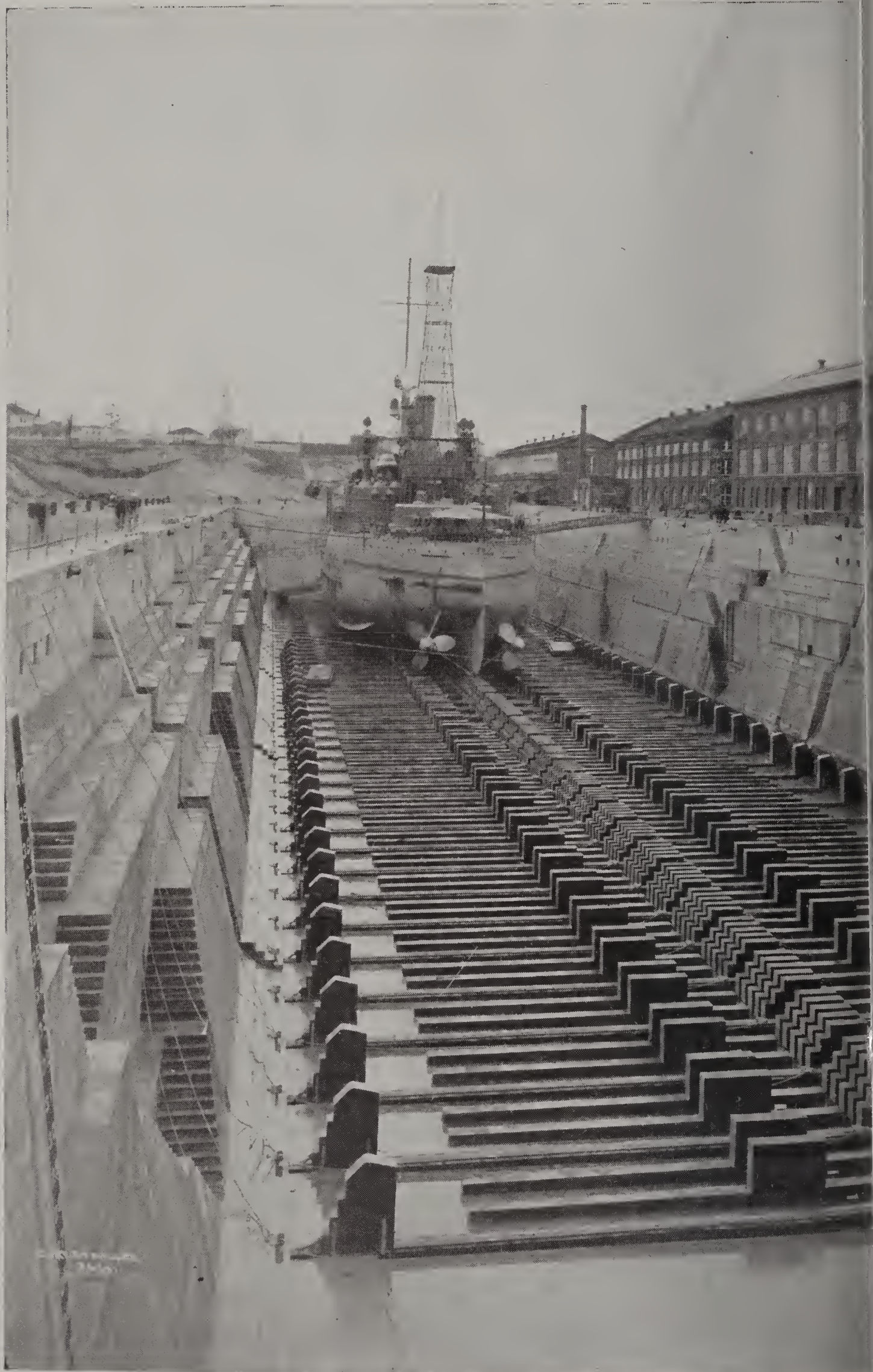
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ANDERSON
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There's a comfy feeling of security and a happy forgetfulness of the mere medium of your pleasure when Star Tires grace the wheels of your car.

They're dependable!

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STAR HAND MADE EXTRA PLY TIRES



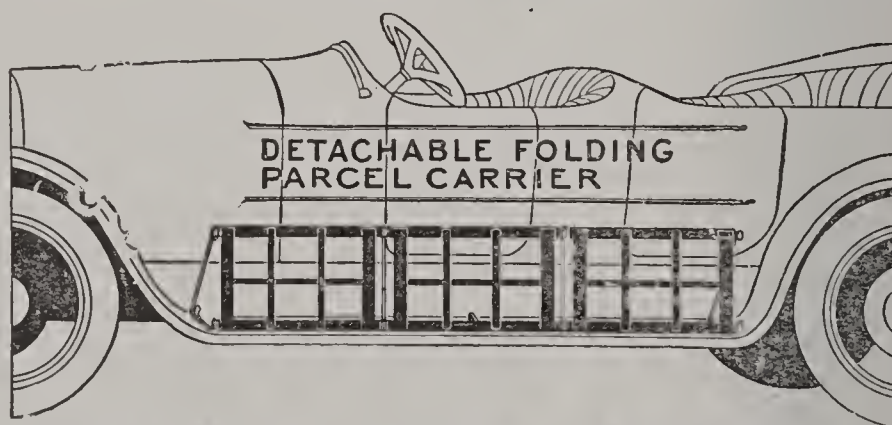


IN THE OLYMPICS

SEATTLE,

WASHINGTON

L. G. MULLER & CO.



**EXPORT AND IMPORT
MERCHANTS**

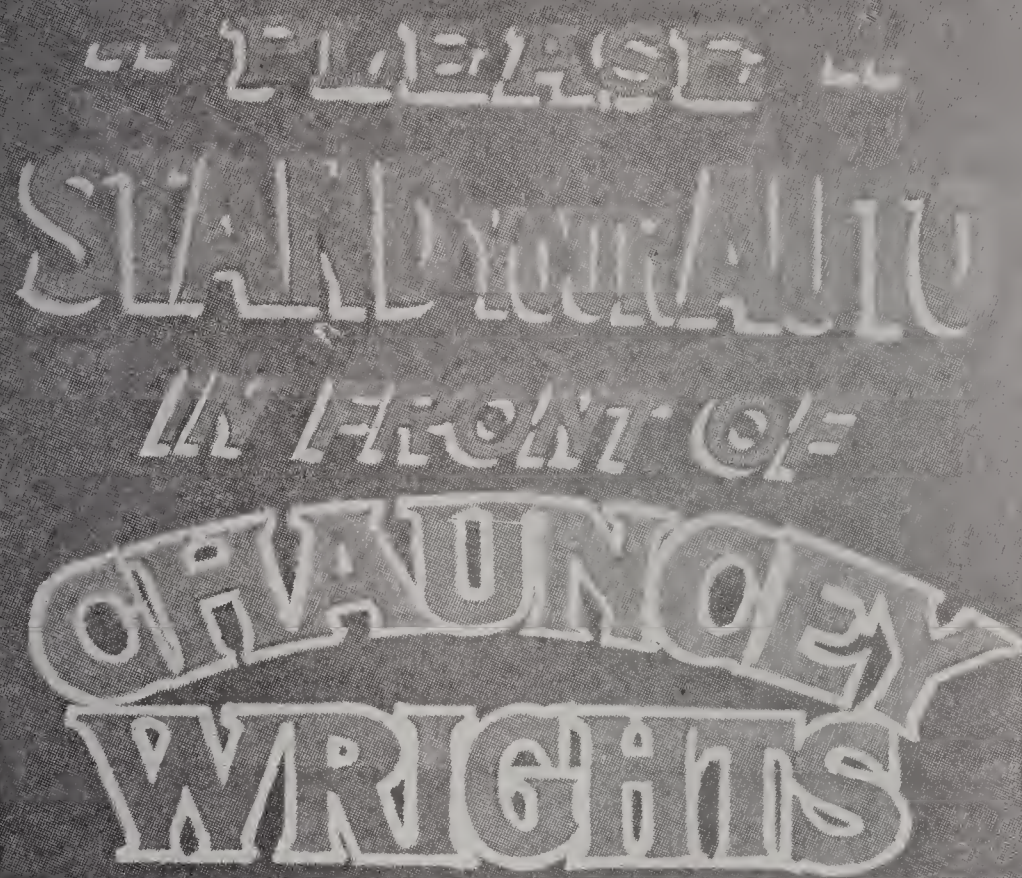
MANUFACTURERS' AGENTS

1401 L. C. SMITH BUILDING

REPRESENTING:

**Standard Baggage Carriers,
McMillan Auto Bed**

**For Sale by Leading Accessory and Hardware Houses
No Tourist outfit is complete without the above accessories.**



PLEASE A
STAND YOUR AUTO
IN FRONT OF
CHAUNCEY
WRIGHTS

8 SHOPS

First & Marion

Second & University

Third & Pike

Occidental & Yesler Way

. C. Smith Building

University District

Westlake & Pike

Liberty Market (First & Pike)





AUTOMOBILE TOURISTS

The Seattle National Bank welcomes you to Seattle and offers the extensive banking conveniences of this institution to facilitate your business transactions while in the city.

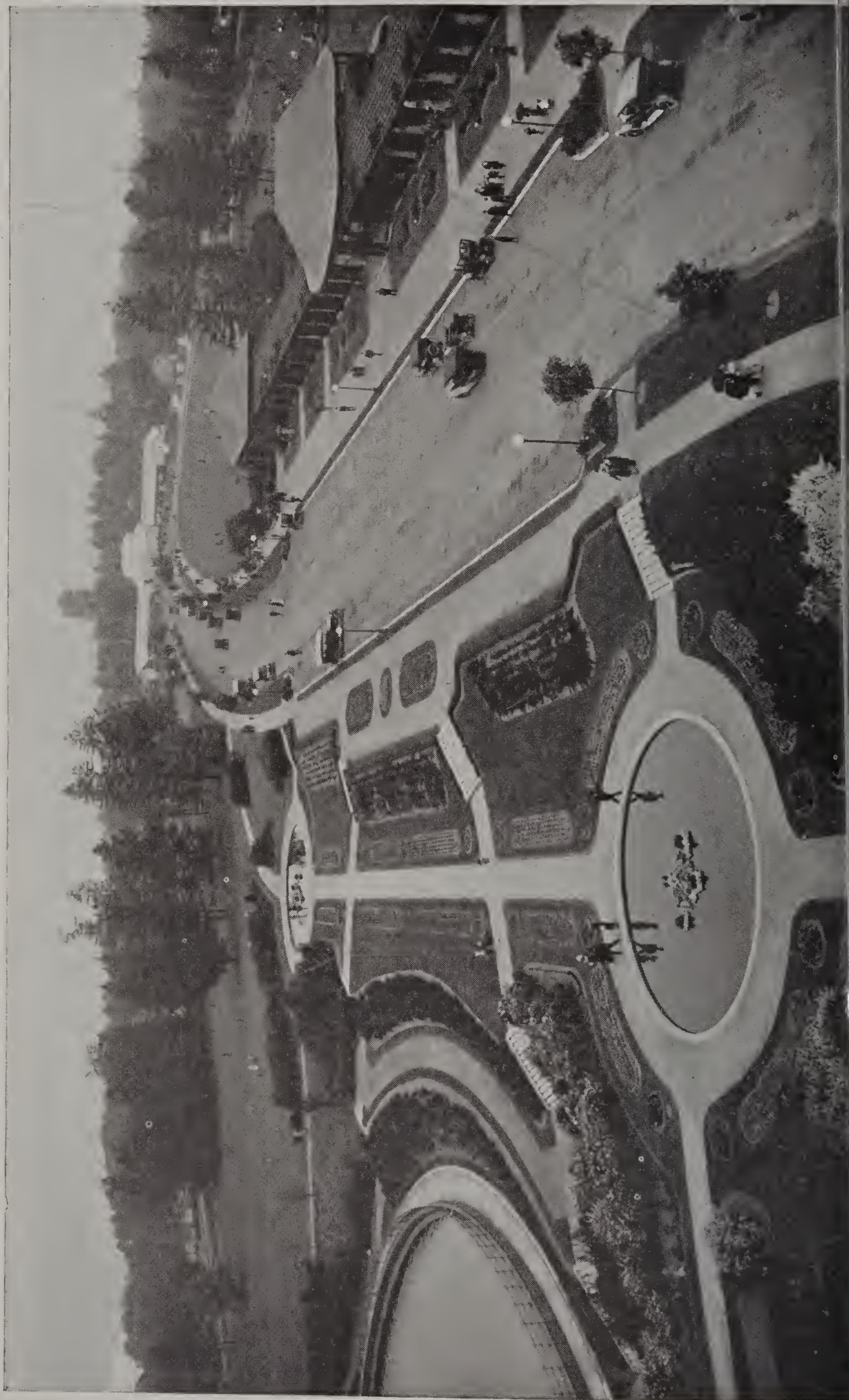
The complete service of a modern, well-organized bank is at your convenience. Especial attention will be given to the issuing and cashing of Travelers' Cheques and Drafts.

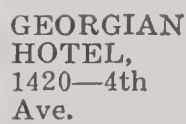
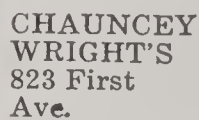
To motorists interested in the possibilities of a permanent location in this city of exceptional opportunities, this Bank unqualifiedly offers the service of its experienced personnel who will be glad to counsel you concerning the specific advantages for you here.

Strangers in the city are invited to call and discuss the advantages of opening an account. Such an association we are sure will result in mutual benefit.

The Seattle National Bank

Resources—\$30,000,000.





BRINGS FULL ENJOYMENT TO
YOUR MOTOR TRIP

One or two "Athol" Pneumatic Mattresses carried with your car assures you comfortable and dry sleeping under all conditions.

They roll up compact and wear beyond expectations

SEND FOR CATALOG

PIPER & TAFT, Inc.

"The Sporting Goods Store"

SEATTLE, WASH.

SLEEPING ON AIR—

WITH A "COMFORT SLEEPING POCKET"







THE GEORGIAN HOTEL

Fourth Avenue and Pike

The Georgian Hotel is Seattle's most popular and centrally located hotel.

The Georgian Hotel Company owns and operates the New Plaza Hotel, at Fourth and Pine Street; the Imperial Hotel, at Fourth and Union Street, and the beautiful McKay Apartments, at Seventh and Pike Street. All these houses are in the very heart of the shopping and theatrical district; an ideal stopping place for motorists.

Our rates are from \$1.00 per day up without bath, and from \$1.75 per day with private bath.

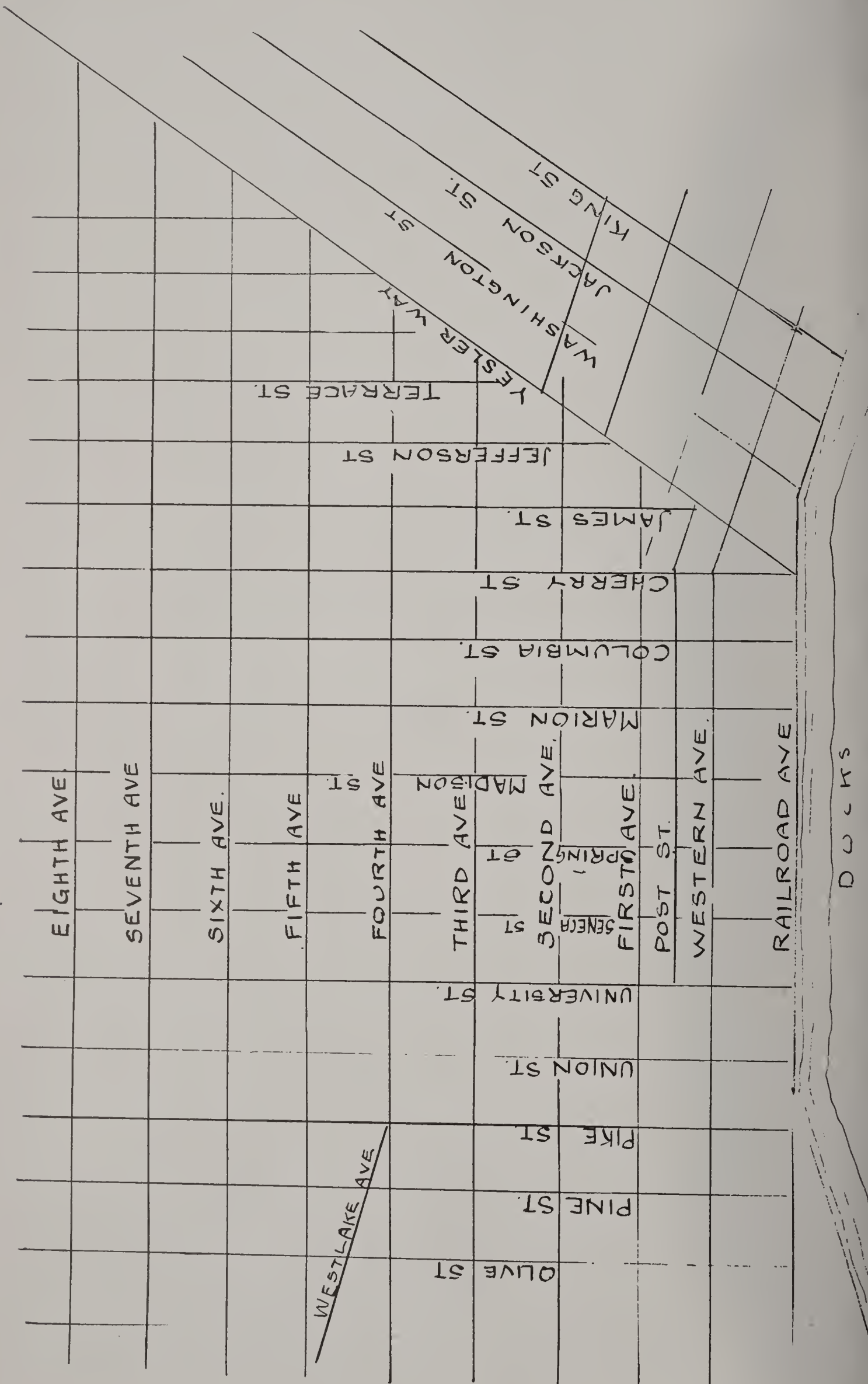
If you wish to be in the center of the city, stop with us.

A. A. PATTERSON,
President.

SEATTLE,

CHAS. J. FREY,
Manager.

WASHINGTON



SEATTLE TO PORTLAND

ONE of the best known tours, and one that nearly every owner of a car in the Northwest has made or will make some time or other, is the run from Seattle to Portland.

The 202 miles can be driven easily in a day, or as much less a time one cares to take, or the law allows. But tourists who want to see the country and retain something more than a blurred impression of scenes and incidents enroute, will be well advised to make a two days' trip of it.

To begin with, there is Tacoma, just 41 miles from Seattle by the valley route (Pacific Highway) or 28 by the more interesting short line Ridge Road through Des Moines. Tacoma is full of interest to the tourist. Its commanding position at the head of an arm of Puget Sound admirably suited to its great water traffic and its shipbuilding industry.

There is much friendly rivalry between Seattle and Tacoma over the name of the great mountain that seems to rise abruptly from the plain, some fifty odd miles from Tacoma. Whether one calls it Mount Tacoma or Mount Rainier, it is worth seeing.

From Tacoma to Olympia the road is a perfectly surfaced highway, and the drive is through a beautiful stretch of scenic grandeur, with occasional glimpses of the Sound.

From this point to Portland, the less said about the condition of the Pacific Highway the better, for with the exception of a few miles near Centralia and Chehalis and another stretch near Toledo, it is not paved, and in some parts the going is rough.

Centralia and Chehalis, in the midst of a dairying district, have no large coal deposits.

Castle Rock is reached after a run through the forest, and Kelso, famous for Columbia River smelt, has good hotels and garages.


From this point to Kalama the road follows the bank of the Columbia. At Kalama one has the choice of continuing on the Washington side of the river to Vancouver, Wash., or crossing a sort of crazy ferry Goble, and proceeding over a road of atrocious oiled surface that has lived its time, through St. Helens to Portland.

The most reliable information may be obtained at three places enroute, (1) The Chamber of Commerce, Olympia; (2) the Western Washington Auto Club, Chehalis; (3) Peters Garage, Kelso.

If the north bank route is chosen, tourists will cross the great steel bridge at Vancouver, Wash. (Toll 25 cents.)



Vancouver to Portland




SEATTLE.
R. on 1st &
Washington



1.1 L.
Railroad Ave.




2.5



3.1 S. C.



5.4



5.9 Ahead.
(R. to Des
Moines and
short route
to Tacoma)



8.6 Duwa-
mish River



9.5 L.

SEATTLE is thoroughly progressive, the equal of any city of its size in the excellence of its schools, its attractive public buildings and civic improvements.

The hotels are at present entirely inadequate, but this condition has arisen as a result of the city's almost phenomenal growth during the past four years, and plans are under way for the erection of at least two new hotels which will outclass anything on the Pacific Coast.

There are twenty-eight parks in Seattle, embracing over sixteen hundred green acres, and these are connected by a system of well-kept automobile boulevards. Within the city limits is the University of Washington, with more than four thousand students. The beautiful campus contains 356 acres.

Seattle's sea-borne commerce is immense, and the city is known as "the gateway to Alaska." Besides the steamship lines to Alaska, there are lines to the Orient, Siberia, British Columbia, Australia, Pacific Coast ports and recently trade routes have been opened with European ports, both by way of the Panama Canal and the longer voyage 'round the Horn.

The city was founded in 1852, taking the name of Seattle, an Indian chief.



11 TUKWILA.
LOOK OUT
FOR SPEED
COP.

12

13.7 Ahead

17.3 S. C.

20.6

22.9 Ahead.
(L. for
Auburn)

26.7

29.9 RRX
SUMNER

AUBURN,

WS

AUBURN AUTO SUPPLY

This is one place named correctly, for whatever you need auto fittings, gas, grease, or what you will—

WE HAVE IT

The bulk of our business with resident customers, of

It Has To Be Right

And as we treat everyone alike, you are assured of the careful attention of the country garage, and the

EXPERT SERVICE

of experienced, highly trained

MECHANICS

Come in and say "Hello." There are not many places like ours on the road.

D. L. JENNESS, Mgr

AUBURN,

WASH.

THE SWEET SHOP

It's worth going half a mile out of
your way

For the lunches and candies we sell.
It's a pretty safe bet if you visit
us once

You'll speak of us often and well—
So in seeking a good place to stop,
Remember the Auburn Sweet Shop.

The road between Seattle
and Tacoma (Pacific High-
way route) is paved all the
way, and has no grades.

The section you are now
traversing is a very rich
dairying district. Large herds
of sleek Holsteins graze in
the verdant pastures on eith-
er side of the road.

The condensed milk fac-
tories of Auburn and Kent,
maintained by the Carnation
Company, take care of the
lacteal product from these
“contented cows.” The dair-
ying industry finds employ-
ment for hundreds of people
living in these two towns.

This district also special-
izes in small fruits and ber-
ries. Many carloads of these
are sent direct to Eastern
markets during the season.

31.8 Ahead

33.7 RRX

35 RRX
ARDENA

36.1 RRX

36.3
FIFE. L.37.8 RRX
TACOMA
JCT.

38.1 R.

38.7
TACOMA



39.8 R.
4th and
Pacific Av.

40.3
TACOMA
Hotel Savoy

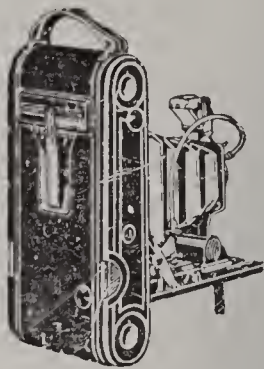
40.8
TACOMA
Hotel
Donnelly

SECURITIES
UNITED
TRUSTEES,
FINANCIERS.

1526 L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON

TACOMA,

WASH



YOUR
KODAK
PICTURES

will be finished to get

100 Per Cent Result
when left with us.

SPECIAL ATTENTION
given to
TOURISTS' ORDERS
SHAW SUPPLY CO.
Inc.

1015 Pacific Avenue
TACOMA

TACOMA,

WASH

**CENTRAL
NEWS CO.**

208 S. Eleventh St.

MAGAZINES
STATIONERY
ROAD MAPS
OFFICE SUPPLIES
NOTIONS

**KODAK
FINISHING
FILMS**

Photographic Sundries

TACOMA,

WASH.

OLYMPIA

OLYMPIA

1 Beyond
Olympia6 L. at
School

14

15

BUCODA

SEE

BOLAND**The Photographer**

for all kinds of

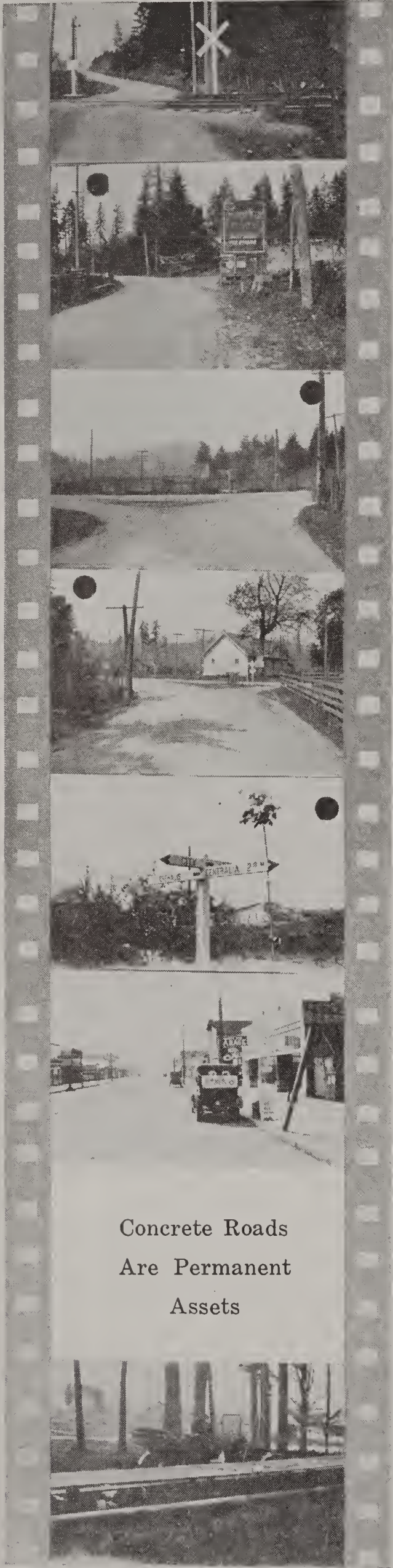
**COMMERCIAL
PHOTOGRAPHY****TOURISTS**should look over our
collection of**MT. RAINIER
NATIONAL PARK**

and other

PICTURES**Kodak Finishing
FILMS**

811 Pacific Ave.

Concrete for Permanence"



Concrete Roads
Are Permanent
Assets

20 RRX

22.8 L.

25.4 R.

26

27 ■

CENTRALIA

Chehalis ■
Auto Park

CENTRALIA, WASH

While you are
camping at

**RIVERSIDE
AUTO PARK**

let us look over
your car. It will
pay you in the
long run.

**AUTO ELECTRIC
COMPANY**

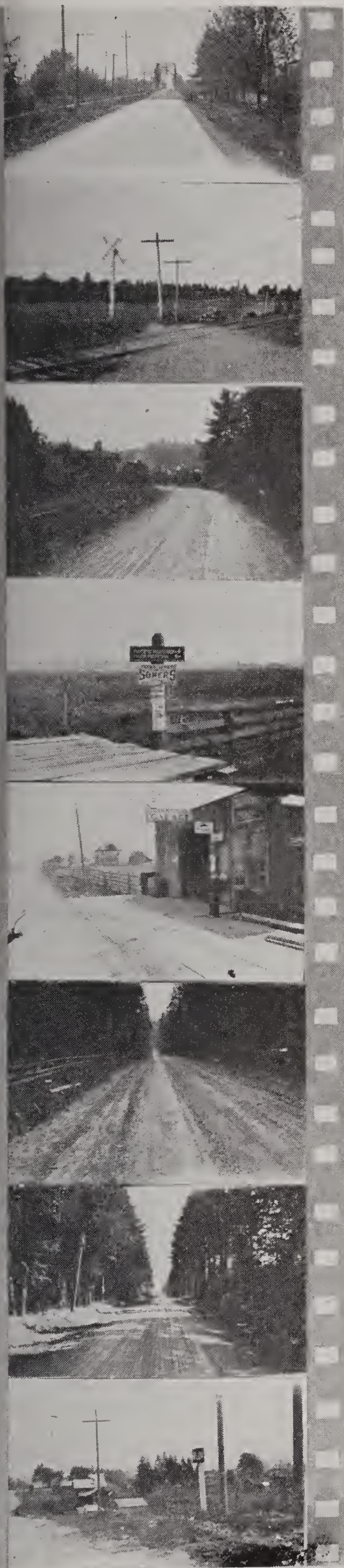
CENTRALIA, WASH

Stop at the

**WILSON
CAFE**

for a

GOOD MEAL



27

35

37

40 Park
Highway
here joins
Pacific
Highway

JACKSON'S
PRAIRIE
Garage

44

45

51.8
TOLEDO

Photographic Note:—

The light conditions of this western part of Washington are apt to mislead those tourists from Eastern states who are unaccustomed to the extreme actinic of daylight on the Pacific Coast.

The instructions issued to the technical crew of the Photomobile Tourist Co. by Mr. Blackledge, originator of the system, are in part, to use a lens aperture no wider than 1-22 when the shutter is timed for 1/25 second, during ordinary weather from spring to autumn between 9 a.m. and 5 p.m. The exposures for most of the film footage used in this book were timed on careful calculation by the Watkins system. If you are a picture enthusiast, there is nothing one can more strongly recommend to you than the Watkins Bee Meter. Its readings, if followed, will give you perfectly timed negatives under all conditions.

There is no secret formula used by our cameramen, but the full instructions are of necessity somewhat lengthy and would not make interesting reading to the general public. You are welcome to them, however, or at least such hints as are applicable to tourists' use. Just drop a line to the Technical Department, Photomobile Tourist Co., 1526 L. C. Smith Building, Seattle, Wash.

52 Toledo,
Wash.L. and over
Cowlitz
River bridge

53

54

59

68

72

74

Washington Forests

Dense forests of evergreen trees almost envelop the hills and mountains of the state of Washington. Scarcely any portions were originally free, excepting the highest peaks, which in a spirit of independence seem to have pushed their bald heads up and above this beautiful covering protecting the regions below. Into the fertile valleys and along the river banks clear to the sea the stately ranks of these forests once advanced, but such localities are now, for the most part, given over to the cities and the husbandmen or else in a state of semi-transformation are awaiting the day when they too will be devoted to the peaceful pursuits of agriculture; for the broad Columbia plain was the only part of the state dedicated from the first to the sole task of producing food supplies rather than fuel and building material.

About ten million acres of these forests have been locked up in eleven national reserves, and set aside for our future needs, or to insure permanent haunts where Nature may always be seen in her full pristine glory—Conservation! Nearly six million acres more are under private ownership. Investigation reveals evidences that their birth occurred very many years ago, possibly five hundred or even six hundred

86.6
Columbia
River90.4 Near
Kalama

92

KALAMA

KALAMA

years; for that many rings have been counted on some of the largest trees. The foliage appears every month in the year just as beautiful as when it first mingled with the landscape — hence the name “Evergreen State.”

The effect produced by this verdant growth upon the scenery of the state of Washington can be best realized by climbing to one of the heights overlooking the timber line. From here one can readily see how perfectly it hides every blemish of the irregular contour, blending beautifully with the blue waters in the distance and the pale clouds floating above. Thousands of greenish tints are distinguishable, shading from a light yellowish tinge to a deep prismatic blue, while occasionally a streak of bright red or a touch of pure white lends a striking contrast.

Leaving the point of vantage, however, to delve into its midst, breathing in the aromatic odors from the balsams and cedars, it is easy to note hundreds of interesting distinctions in size, form, color, and variety, for

“No tree in all the grove but
has its charms,

Though each its hue peculiar”

One should know, too, that he is buried in one of the densest forests of the temperate zone; while standing proudly on every side are individual giants, which for

crete Roads Are Necessary
to the Advancement of
Every Community



KALAMA TO
VANCOUVER

KALAMA

1.1
Columbia
River

3.7 RRX

WOODLAND
Garage. L.

12
WOODLAND

21.5

22

size can be duplicated nowhere else in the world, excepting by occasional specimens of the famous Red Woods of California.

These sturdy monarchs have all been honored with names and thoroughworthy of their names are, without a blemish to their fame in spite of the ages through which they have lived. Most prominent is the Douglas Fir, or Douglas Spruce (*Pseudotsuga* *muifolia*), the giant of the forest, growing erect as a plumb line until it ends in a pyramidal crown two hundred feet or more above the ground. This is the most important tree of the state for its product houses people, and for the past years has insured Washington first place in lumber production in the United States. Some of the largest trees reach the enormous proportions of eight, ten and even twelve feet in diameter, a single one producing material sufficient to build a palace of huge dimensions.

Of great importance also is the "Red Cedar," reaching sometimes a height of 200 feet and having a diameter in rare cases of over 200 feet, yielding for the state of Washington two-thirds of the shingles produced in the United States.

PORTLAND TO OLYMPIA

(Pacific Highway, North)

THE Pacific Highway official route is to the interstate bridge over the Columbia, across the river to Vancouver, Washington, then through Woodland to Kalama.

The alternative route is along the Oregon bank of the Columbia (Columbia River Highway, western section) via St. Helens to Goble, ferry across the river to Kalama. From point of interest it is hard to choose between these routes. It is the purpose of the Columbia River Highway Association to extend their magnificent road to Astoria. This, when completed, will make an incomparable scenic drive of over a hundred miles along the bank of the lower Columbia, and added to the section from Portland to The Dalles, will comprise a tour without an equal in the United States.

From Kalama to Kelso the road is along the Columbia and Cowlitz rivers. Turn sharply to the right at Peters Garage, then follow well marked road to Castle Rock, just north of which is one of the finest natural camping spots in the state.

After crossing the new bridge over the Cowlitz at Toledo, turn sharply to right at Toledo Garage, then continue along marked road to Kalama, Centralia and Bucoda.

SEATTLE,

WASHINGTON

L. G. MULLER & CO.

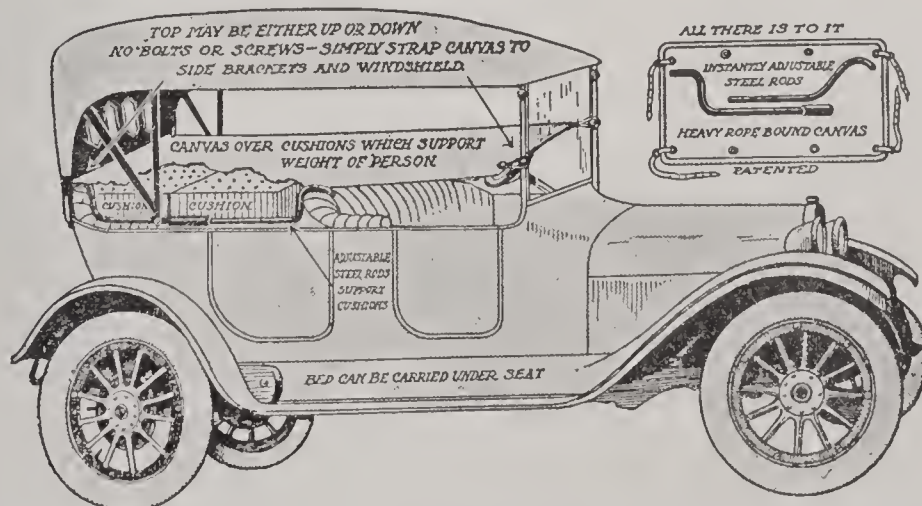
EXPORT AND IMPORT
MERCHANTS

MANUFACTURERS' AGENTS

1401 L. C. Smith Building

Representing

STANDARD BAGGAGE CARRIERS
McMILLAN AUTO BED



For Sale by Leading Accessory and Hardware Houses
No tourist outfit is complete without the above accessories.



PORTLAND TO OLYMPIA

Pacific Highway
north.

Set your speedome-
ter 00 at
IMPERIAL HOTEL
Portland



12 Beyond
PORT-
LAND



13



16 R



17



18



18.5
SCAP-
POOSE



19

PORTLAND,

OREGON



IMPERIAL HOTEL

MODERN IN EVERY DETAIL

Exquisitely Furnished

In the Centre of Everything
Worth While

One of the Best Known Hotels of
the Northwest

PORTLAND,

OREGON

G. G. GERBER

Largest and Best Equipped

RADIATOR WORKS

in the Northwest

Auto Sheet Metal Works

BAKED ENAMEL

Bodies

Fenders

RADIATORS

MADE AND REPAIRED

Eleventh and Davis Sts.

Phone Broadway 1873



20

21

23.2

24.4

25

28

28.6 R

29

Phone Broadway 2796

THE ACME AUTO COMPANY

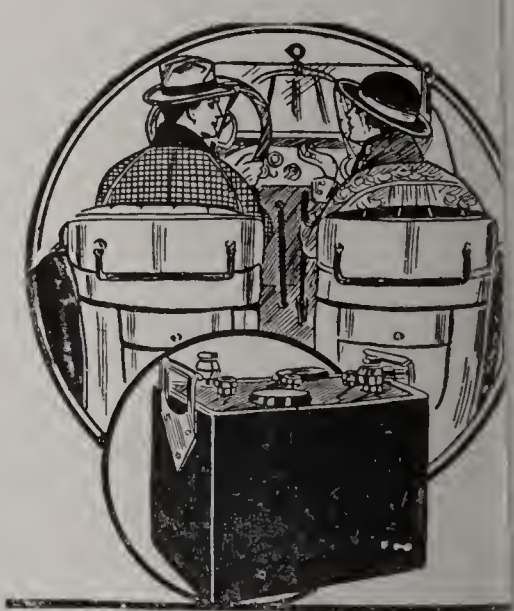
Used Cars Bought and Sold

Automobile Repair
Garage—Supplies

You are sure of first-class service
and supplies from 6 a. m.
to 12 m.
First Class Mechanics

531 Alder Street
PORTLAND, OREGON

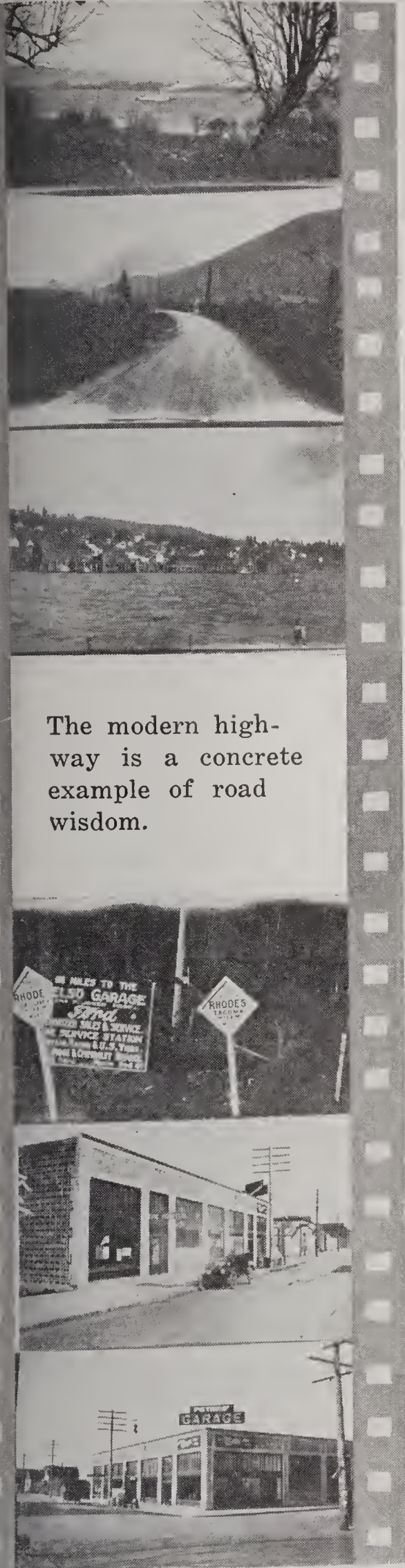
PORTLAND, OREGON



AUTO ELECTRIC EQUIPMENT CO STORAGE BATTERY

Service to all makes of Batteries
PRESTOLITE AND WILLARD
STORAGE BATTERIES
IN STOCK

Broadway and Flanders
Tel. Bd. 1093



29.2
Columbia
River

31
KALAMA
from Goble
Ferry

1 Beyond
Kalama

The modern highway is a concrete example of road wisdom.

KELSO
Peters
Garage
and Tire
Shop

KELSO

UNITED SECURITIES TRUSTEES, FINANCIERS,

L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON.

KELSO,

WASH.

TIRE HOSPITAL

Adjoining Peters Garage

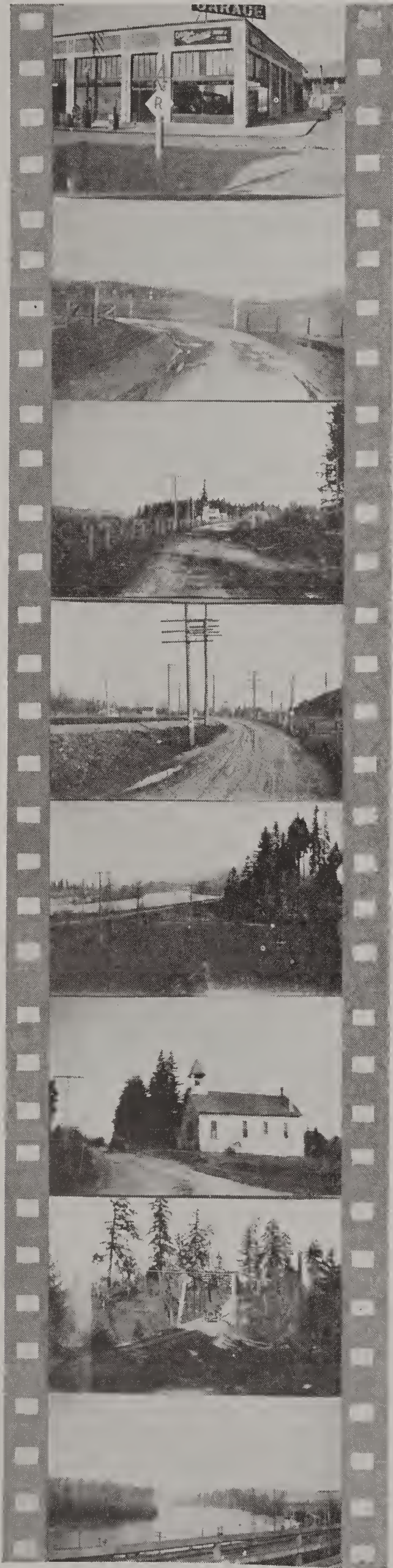
ALL SORTS OF TIRES
FOR ALL SORTS OF RIMS

When We Vulcanize a Tube—
IT STAYS FIXED

What we know about RUBBER is
a whole lot.

Concrete for Permanence"

R. W. Timmons, Prop.



KELSO R.
at PETERS
GARAGE

1 North of
Kelso

1.4

2

3

3.4

3.7

4

KELSO, W.S.

PETERS GARAGE

The cheerful aspect of this well-kept garage, its commanding location, its splendid equipment, are matched with the most courteous service of experienced machinists.

We Have What You Need
Official Garage for All Clubs

PHOTOMOBILE TOURISTS

There is no need to let your tour be lacking in any detail that makes for the most enjoyment.

Music sounds never so entrancing as amid the silences of the forest, among the altitudes, or by the wide sweep of the sunlit ocean.

Take your orchestra with you. The

PATHE

phonograph (suit case model) is the answer.

Ask any dealer.



6



7.2



8.1



8.2



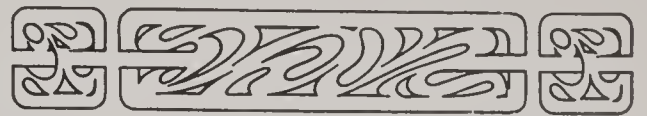
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10.2
CASTLE
ROCK


14.5



15.6



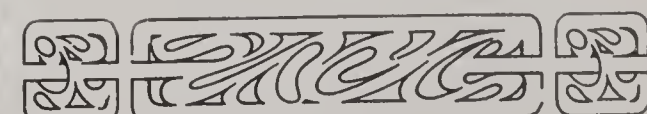
When you are driving over the perfect surface of the concrete highway; when everything seems to go smoothly and “everybody’s happy” because the going is good, do you ever give a thought to the stupendous problems daily met and solved by the road-builder?

The making of a perfect road involves a whole lot of machinery, graders, scrapers, rock crushers, tractors, road rollers, mixers and the olla podrida that make up the equipment of the contractor.

And then there must be SKILL to put them to use.

We have the equipment and the EXPERIENCE.

ARTHUR A. PROULX,
CONTRACTOR
Almira, Wash.





16.4



17.7



18



19

Excellent Camping
Places on This
Trip



23.2



25.4 L



25.6
TOLEDO

The converting of a
mant asset into a prac
paying business is al
one of the soundest and
profitable of investmen
there is a market for the
ished product, and if the
of its manufacture can
definitely known from
outset.

A gold mine that fills
two primal conditions
success is rare indeed.
there are examples, one
which is the property of
Gold Flotation and Dev
ment Co.

This concern possesses
lions of tons of ore which
says not less than \$11
ton, and which under the
mining processes could no
worked profitably.

By the modern flota
system about 80 per cen
these values can be save
a small operating expense

The installation of
plant necessary for the
tation system at this
will entail a cost of s
\$30,000, and the compan
now issuing a small bloc
its stock to take care of
outlay, and is offering a
attractive proposition to
vestors.

Full particulars may be
tained from the Secret
H. G. Loop, 1526 L. C. S
Building, Seattle, Wash.



26



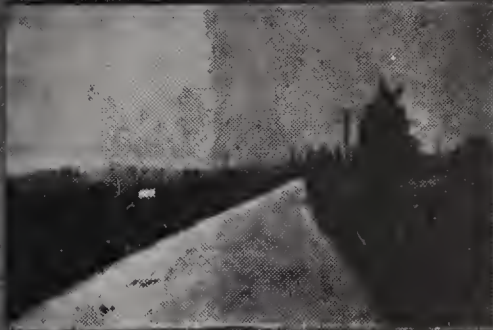
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28



36



37



37.5



38



39



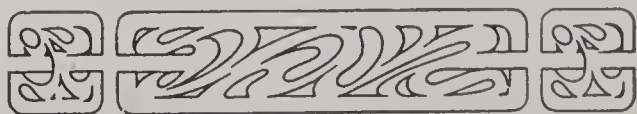
When you attend a motion picture theatre, if the program is what the showman calls a "well balanced bill," it will include a "feature," a comedy or two, and travelog, topical or scientific film.

The travelog or the educational film is becoming more and more in demand.

Its production does not entail quite as great an expense as the big feature films, but there is a steady market for really good educational films at all times.

The Photomobile Film Company will enter this field very shortly, but in a conservative way that eliminates all uncertainties as to its success.

There are ways in which the Photomobile Films will be of special interest to users of the Photomobile Tourist. Particulars of this branch of the service may be obtained by writing Film Dept., 1526 L. C. Smith Bldg., Seattle, Wash.





CHEHALIS



CHEHALIS



CHEHALIS

CHEHALIS
Western
Washington
Auto
ClubCHEHALIS
Hotel St.
HelensCHEHALIS
Hotel St.
Helens

Road Sign

47 north
of Kelco

CHEHALIS,

WA

ST. HELENS HOTEL

Thoroughly Modern and
Magnificently Equipped in
Every Detail

The Most Luxurious
Hotel Between
Seattle and
Portland

Excellent Cuisine, Spacious
Rooms

On the Pacific Highway
Western Washington Auto
Club Headquarters
Adjoining Lobby.

W. WEST, Prop.

CHEHALIS,

WS

If you are seeking a reliable
garage where, in addition
to every motor want,
all kinds of

SUPPLIES AND ACCESSORIES

you will be met with the most
courteous treatment and at
reasonable charges, you are recom-
mended when in Chehalis to
the

ROSENSTEIN GARAGE

IT FILLS THE BILL



CENTRALIA



CENTRALIA



CENTRALIA



CENTRALIA



CENTRALIA



CENTRALIA



CENTRALIA



CENTRALIA

CENTRALIA,

WASH.

THE BEST PLACE

For a Good Meal is

WILSON HOTEL CAFE

Everything of the finest
quality obtainable.

CENTRALIA,

WASH.

AUTO ELECTRIC CO.

The most vital part of your
car is the electrical system.

We are experts on

**IGNITION,
STARTERS,
LIGHTING,
SIRENS,**

in fact, whatever goes into
the complexities of the part
of a car you don't think of
until it quits on you.

**PREVENTION IS BETTER
THAN TOWING BILLS**

1 north of
Centralia

2.9 L

4.2

5 L

6

7

7.6

BUCODA

Lewis County's situation between two mountain ranges protects it permanently from extremes of temperature—boisterous winds, lightning and thunder. These facts are well worth the consideration of the people residing in the districts visited by tornadoes, cyclones, etc., and where hails and frost prevail in winter. Especially to young people who have long lived in the prospect should this land's mild climate and rich resources appeal. Berry can make a continuous growth throughout the winter months in Western Washington, and the exceeding mildness of the climate is accountable for the enormous fir and cedar trees in the forests.

Chehalis a Coal Mining Center

An excellent grade of ginite coal is mined daily within the city limits of Chehalis.

This stable industry will continue to be a factor in the future upbuilding of Chehalis. Development of the coal industry in Lewis County is in its infancy. Coal may be found in almost any section of the county and varies in quality from low grade lignite to the highest grade of anthracite. Large and valuable veins of bituminous coal are at the present time lying idle for want of development on account of lack of proper transportation.



14



TENINO



TENINO



TENINO



TENINO



20



20.7



22

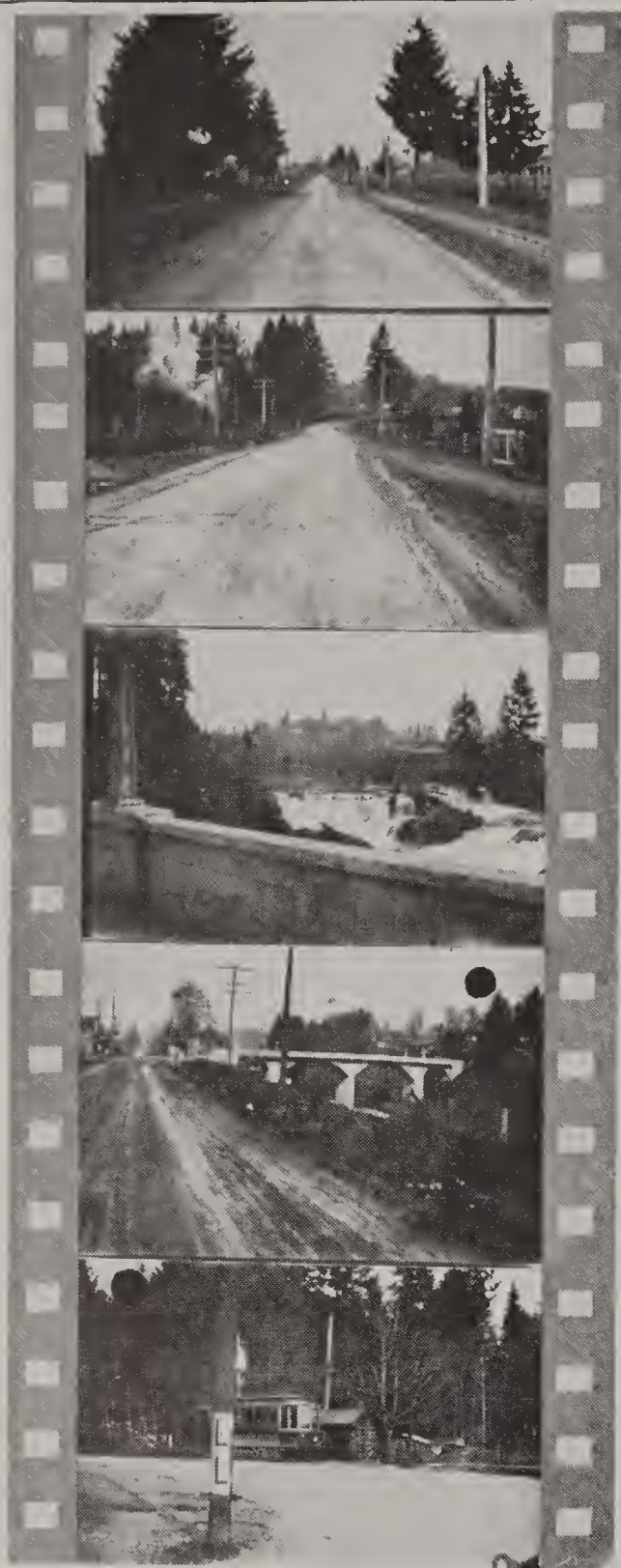
A few years ago the Federal government concluded a series of tests to determine the relative merits of samples of coal from the various mines in Western Washington. The purpose was to secure coal that would answer all purposes for the navy. In the test the coal submitted from a mine forty miles east of Chehalis, in Lewis County, was found to be most satisfactory.

Between the Twin Cities of Chehalis and Centralia the interurban line of the Washington Electric Company forms a connecting link.

Despite the fact that Lewis County is in a more or less undeveloped condition as regards railroads there is hardly a corner of the county that cannot be reached by automobile stage. At the present four auto stage lines run out of Chehalis.

Lewis County Has Productive Soil

Very fertile valley and hill land raises excellent fruits, such as apples, pears, plums, cherries and berries which are unsurpassed. Potatoes and all root crops make heavy yields. Oats, barley and all grasses grow luxuriantly, affording ideal conditions for dairying, the poultry business, and other lines of farming. Yet there is room on Lewis County's two million acres for thousands more dairy farms, and more poultry farms.



23

24

TUMWATER

TUMWATER

R.
25.4 L

OLYMPIA,

WAH

N. W. MATTINGER GARAGE

One of the Best
Equipped Garages in
the Northwest

N. W. MATTINGER, Prop.

OLYMPIA,

WASH.

OLYMPIA AUTO SUPPLY CO.

Gas, Oil, Grease
Supplies,
A complete line of

**AUTOMOBILE
ACCESSORIES**

H. W. STICKLIN, Prop.

OLYMPIA

Junction of Pacific and Olympic Highways.

Starting Point of Georgian Circuit.

You will make no mistake in spending the night at Olympia, and it is interesting to look over the location for the new capitol group where the Temple of Justice is already built, and by all means make the short run on the Pacific Highway to the historic little town, the oldest in the state, and see Tumwater Falls, one of Nature's beauty spots, the like of which few cities in the world have at their very door.

Just a mile from where the Pacific and Olympic Highways come together at Olympia lies Priest Point Park, a city owned play ground that is fair to become one of the most attractive spots to the tourist in the



A VIEW IN PRIEST POINT PARK, OLYMPIA

the Northwest. Nature has done much for this beauty spot and man has improved its conveniences without detracting from its natural beauty. A pretty little rivulet trickles down an evergreen vale to the sandy beach of Puget Sound, where good bathing is to be found in the quiet waters, and by the way, there are clams there, too, for the hungry. There is a water in abundance from the cool springs that leap from the hillsides, and great piles of dry wood stand invitingly beside the huge stone fires, in which fires are already burning for the weary tourist. Campsites are plentiful and you will find no better place for a night's rest in the Northwest.

From the Chalet which stands on the highest point in the park there is a beautiful view of the Sound, with the Olympics on the skyline in the distance beckoning you on.

There is a well equipped play-ground for the children, including swings, slides and all the appliances that amuse them. Wild animals and birds are found in the park.

When you reach Olympia, follow the car line as you come down the main street and turn off when you see the sign "To Priest Point Park."

Olympia, the state capital, has a population of 12,000. It is the oldest city in the state, founded in 1846.



THE CAMPERS' PARADISE—PRIEST POINT PARK, OLYMPIA

Fine deer hunting is afforded in the Black Hills, and excellent fishing in Summit Lake, Long Lake, Black Lake, Patterson Lake and Tappan's Lake, and in the Des Chutes River.

The new Olympia Hotel, funds for the building of which were raised by the enterprising citizens and the Chamber of Commerce in a few hours, will be of ultra-modern design and equipment, containing 150 rooms, and will be open in the spring of 1920.

CRANE'S RESTAURANT

F. A. LYNN, Manager

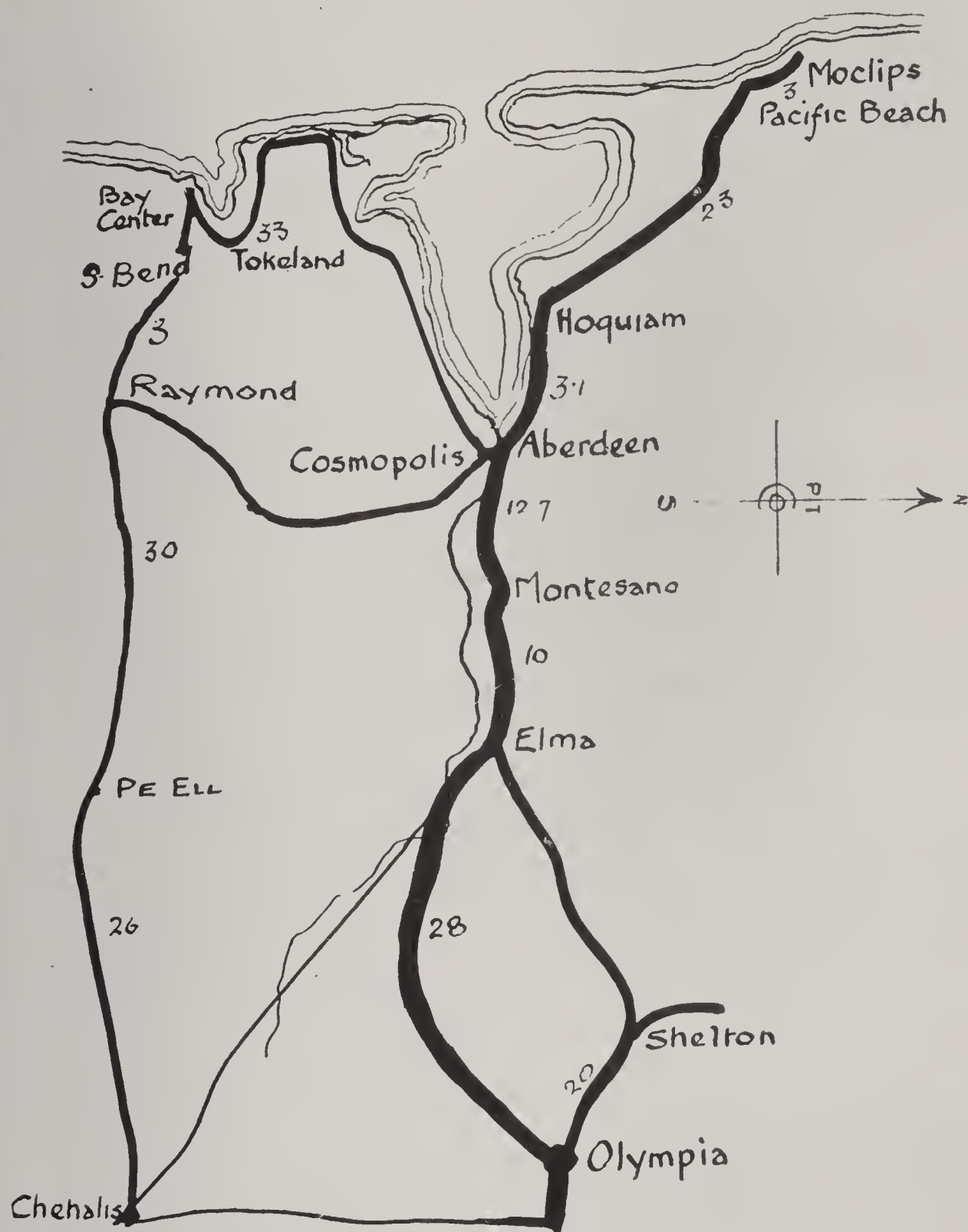
OUR MOTTO: "None But the Best"
Home of the Famous "GEODUCK"
and the well known

OLYMPIA OYSTERS

HOME-MADE PIES

407 Main Street

OLYMPIA, - - - - - WASHINGTON



Olympia to Aberdeen



1.2 Good
gravel road

2.3 Road
through forest

5.4 T. Right

5.5 T. R. and
follow main
travelled road

5.6 T. Left.
The right
road is the
Olympic
Highway to
L. Crescent

11.8 Short
stretch of
paved road

17.5 Straight
ahead

18.3 Highway
under
construction

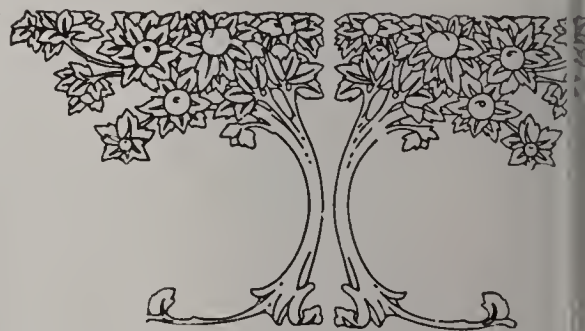
NOTES TO TOURISTS

This is the famous (Coe) Harbor run, and it has, among those who know it not, an enviable reputation for being always very wet. This is not meant in an alcohol sense, but meteorologically speaking, there are dry climates.

The mileage pictures in this section were made in March, 1919, during the rainy season; they give an unanswerable lie to the optimists of Grays Harbor climate.

Study the cuts of the two en route — McClellan, En Montesano, Aberdeen and Quiam, and you will see that this is a part of the state worth visiting.

See to your gas and oil before you start; the rance en route do not keep more than they need, even a two-mile hike with a five-gallon can of gas is to be tiresome, especially if it should rain.



19.2 Gravel
road

19.8 R R X

20 McClellan
Garage,
Repairs, Sup-
plies, Store.
Mill town.McClellan
Garage.21.7 Logged
off land.22.9 Good
gravel road23.2 Road
parallel to
R. R.23.6 Dirt
road.

The road through this section of country is mostly hard packed gravel, and is always in good condition. During a rainstorm the water settles in the wheel ruts to some extent, but drains off rapidly and completely, and the absence of dust at almost all times is a noticeable feature between this and the Grays Harbor cities.

The whole run is through a more or less densely wooded district, the big timber of which has been or is being taken out and worked at such mills as the one at McClellan.

There is perhaps no section of the entire Northwest more adaptable to diversified farming than Grays Harbor county and the coast littoral to the north. Industrious and thrifty settlers have started operations time and again on little or no money, and the proportion of those who have "made good" in every sense of the word is ample proof of the latent possibilities of the land.

Dairying is, of course, pre-eminently a paying proposition, but it takes money to stock a dairy ranch. It is the smaller industries to which reference is made mainly.

Poultry, for example, is always a good "stand by" for the man engaged in daily work at the lumber mills or



24.8 Hard gravel.



25 Dairy farm .



25.6 Good road.



26.1



27



28 Town of Elma.



29 Elma shoe factory.



Elma Ford Garage

elsewhere; although it is a difficult matter to lose money in an "egg factory."

The humidity of the climate is no drawback; in fact it is a great asset, for it keeps away the killing flies of many other sections.


In recent years, the breeding of fur-bearing animals has been followed with marked success in the northwest and particularly in western Washington.

Everywhere on the Coast from Prince Rupert to San Diego, one finds the incredible "rabbitry," and every kind of fur animal has its devotees and enthusiasts.


In Los Angeles and in other California cities, the Fur Farms are made a point of interest for visiting motorists, and the Grays Harbor farmers whose property touches the highway might do well to emulate the southern "boosters," on the general assumption that "it pays to advertise."

Fur experts tell us that by careful breeding, study of conditions and feed, etc., animals can be acclimated to almost any locale within reasonable limits.

However, this matter is one of passing interest to the Photomobile tourist, who is seeing this section of the Northwest for the first time, and the note is inserted here for what it is worth.



Elma
Imperial Hotel



Elma
Baltimore
Cafe.




Elma Garage




Elma
Chevrolet
Service
Station.




Elma
Standard
Garage



Elma
C. & R.
Auto Co.



Elma
Elma Garage



29.7 Leaving
Elma.

THE GARDEN FUR FARM AND RABBITRY

FUR BEARING RABBITS

Prize Winners and
High Grade Stock
Exclusively.

Specialists in
HIMALAYANS,
growing the softest,
whitest, most dur-
able fur.

When touring in
California, visit
us.

2122 BONAR ST.,
Berkeley, Calif.



30. Good road



31. Gravel road.



31.7 Short grade.



32.3 Satsop Garage



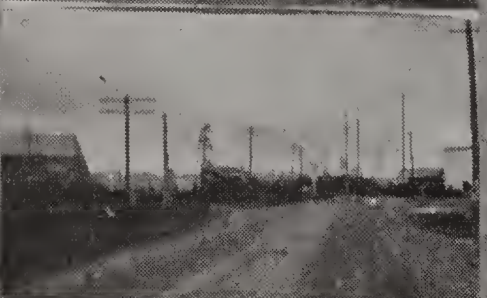
Leaving Satsop



33.1 Good road.



33.7 Steel bridge.



34.1 Turn R.

UNITED SECURITIES TRUSTEES, FINANCIERS.

1526 L. C. SMITH
BUILDING,
SEATTLE,
WASHINGTON

The county of Grays Harbor has been but little known to the tourist until recently because of lack of good roads.

This drawback is being rapidly overcome, and much of the route indicated by this log will be under highway construction during 1920 and 1921.

The discovery of oil-bearing strata in the western part of the county has centered state-wide attention on it, and the towns along the route are already reaping some benefit from the oil activities at Moclipis and the Pacific beach beyond Piquiam.



36 Gravel road.



36.5 Gravel



36.7 Half of road is paved



37. Gravel



37.5 Pavement



38 Montesano

Montesano.
F & M GaragMontesano.
Service
Auto Co.
Tire Shop.

Everybody in the state of Washington knows about the "Harbor Country," the only part of the state where almost simultaneously one may enjoy the rare combination of the unobstructed ocean, an inland sea, and trout streams lined with giant firs and cedars, which all but encroach upon the dominions of the waters. Here the oyster, the clam and the crab seemingly try to outdo one another and the mighty forest, in yielding splendid profits to the people, who lend every encouragement to the remarkable competition.

Thousands from the larger cities hie themselves to this section, at least once during the summer, to feast their eyes upon another variety of scenery, to enjoy its peculiar attractions, and experience again the pleasure of riding through a valley that appeals alike to the Pullman passenger and to the automobilist; for it is human nature to love a change, even if one's home environment approaches perfection itself.

There are two important salt water harbors in southwest Washington, the more northerly one in Grays Harbor county, and named Grays Harbor after the great explorer who discovered it in 1792, and the southern one in Pacific county bearing an Indian name, Willapa Bay. They are separated by only a few miles of territory, the



Montesano.



Montesano.



Montesano.



Montesano.



38.4



38.8



40.1 Turn L.



40.7

beach here is level and broad and the sands packed so firm when the tide has receded that it is used as a highway and even as a race track for automobiles and motorcycles. This is true not only of the portion lying between the two harbors but also of the twenty-five miles known as "North Beach" extending from Willapa Bay to the mouth of the Columbia.

The entire region is fraught with charms that can be duplicated nowhere else. Pacific Moclips and Cohasset beaches are patronized especially by people from the Sound cities and from southwest Washington. North Beach to the south of Willapa Bay attracts as well crowds from Portland and other Oregon cities. On Sundays or at week ends special excursions are numerous when great crowds avail themselves of the opportunity of visiting the seashore.

The modes of amusement are numerous. Wading and bathing in the surf or kneeling in the warm sands hunting for shells, agates and Indian relics; rowing and trolling for salmon; or searching for the rare flea specimens abounding in the neighboring woods occupy the time of many. Others enjoy visiting the canneries, observing the motor races, or watching the sailing vessels, with canvas inflated, gliding quietly into the harbor or, heavily laden, being dragged out

41.

41.7 T. L.

42.5

42.8

43.5

44.

44.6

44.9

across the bar by some fretful yet powerful tug boat. Then there are the clam bakes and, at the end of the day, the big bonfires, the beach parties and the story telling, after which one is lulled into sweet slumber by the unceasing roar of the ocean surf.

So fascinating is this region that its extensive ocean beach will undoubtedly in time be ornate with one continuous array of summer resorts reaching from Ilwaco on Baker's Bay, at the mouth of the Columbia, to Neah Bay at the entrance to the Straits, and interrupted only by the narrow gaps marking the entrances to the two harbors. Every manner of dwelling is provided for those who wish to stay several weeks. Cottages may be rented, camping sites engaged, or board obtained at one of the homelike hotels looking out upon the sea.

Grays Harbor

To reach Grays Harbor, unless approaching from the ocean, means a trip through the wide fertile valley of the Chehalis river, either by auto or over one of the three transcontinental railroads that serve it. The entire journey presents a panorama of pretty landscapes. The stream itself is conspicuous, tracing the valley's boundary on one side and again on the other, as if choosing the most convenient course to the sea. Sometimes it disappears from

49.5 Road
Signs.49.0 Nearing
AberdeenAberdeen,
Excellent
stores and
business
houses.Aberdeen,
Willard Ser-
vice StationAberdeen,
Kaufman
Leonard Co.Aberdeen,
Bigelow Gas-
oline StationAberdeen,
Hotel Savoy.Aberdeen,
Hotel King.

view, but its presence is marked by clumps of willow and cottonwoods protecting its banks, and again by a rustic bridge where the highway crosses.

More generously the beauties unfold as the valley widens and the harbor is nearing. Quaint towns are seen, including Oakville, noted for large shipments of cascara bark. Elma, an industrial center, and Montesano, the county seat and head of river navigation. Green meadows, wooded slopes, and cultivated farms on both sides of the river absorb the attention until Cosmopolis, Aberdeen, and Hoquiam, close by the harbor are reached. These cities have experienced a remarkable growth within the past forty

ABERDEEN,

WASH.

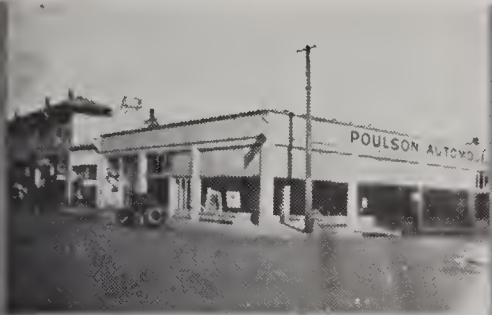
BIGELOW GASOLINE STATION

OIL—GAS—GREASE

ACCESSORIES

Heron and K Streets
Phone 504

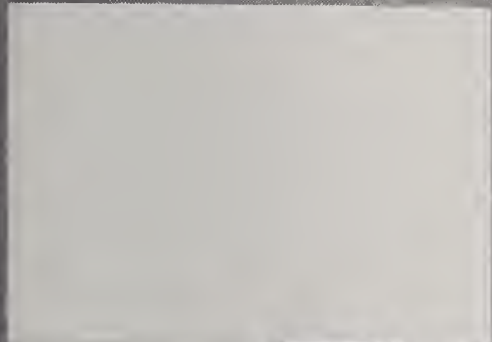
G. L. BIGELOW, Prop.



Aberdeen,
Poulson
Auto Co.



Aberdeen,
Garage.



Aberdeen,
Hotel
Strathcona.



Aberdeen,
F&F Garage.



Aberdeen,



Grays Harbor
Auto Top
Works.



Aberdeen,
Harbor Tire
& Rubber Co.



ABERDEEN, WASH.

WILSON RUBBER COMPANY

LEO HODER, Prop.

TIRES, TUBES
an' everything

DON'T say your tire is beyond repair until we tell you so.

DON'T expect to pay exorbitant prices when you deal with us.

DON'T pass our place without letting us give your tires the "once over."

DON'T tell us you are in a hurry. WE KNOW IT, and we work fast.

DON'T WORRY; bring your troubles to us.



Aberdeen

Aberdeen,
Carriage Shop.
Auto bodies
built and
repaired.Aberdeen,
Grant Hotel.Aberdeen,
Grays Harbor
Co-operative
Merc. Ass'n.50.6 Short
route to
Hoquiam.54.1 Detour
to Hoquiam.55.5 Paved
road 1 mile

55.9 T. L.

teen years. Aberdeen and Hoquiam have now a combined population of over 30,000. In place of 6,355, the census returns of 1900. Thoroughly cosmopolitan, they contain the homes of some of the wealthiest men in the state.

Such development has been due largely to the importance of the lumber industry within this section of the state. The assumed large proportions of the ravenous mills, the spacious yards, and the numerous vessels loading for foreign ports are common sights within the cities. Farther away in the logging camps the gravity of the lumberjack is exhibited as he lays low the giants of the forest and trims the logs ready for the mill.

The harbor may be more thoroughly appreciated by taking a ride upon its waters. Regular steamers make a round trip each day, stopping at many points of interest both in the north and south bay, including the North end of the city under construction by the United States government at Westport, where the life-saving station and the wireless telegraph station are located. Bay City, one of the largest whaling stations in the northwest. On the same coast the clam and crab fisheries may be seen. At the weekend it is pleasant to get out at Westport and visit Colset Beach, there to enjoy modern social pastimes to

49.9 Gas
station on
the road to
Hoquiam.

50. Near
Hoquiam.

Hoquiam
Bank.

Bridge at
Hoquiam.

Hoquiam
Auto Service
Co.

Hoquiam,
C. W. Becker's
Auto Re-
pairing Wks.

Hoquiam,
Eldon Wolf,
expert auto
repairs.

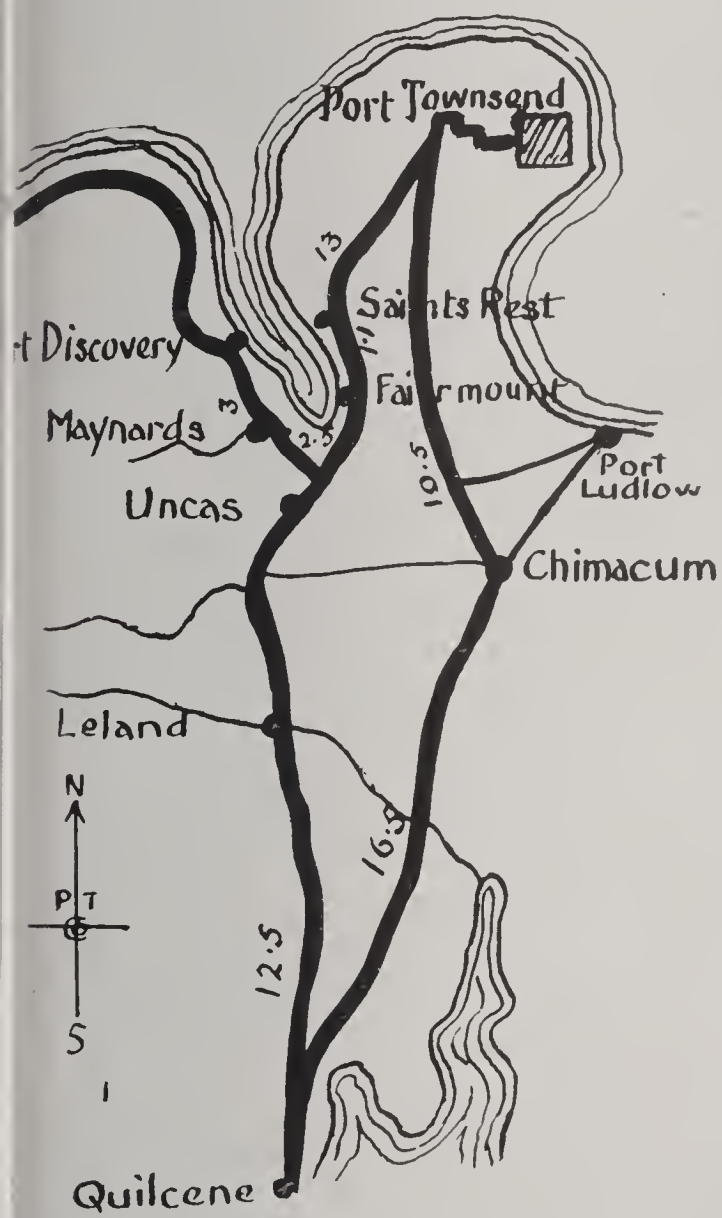
engage the evenings of the summer dwellers.

Pacific Beach, Moclips, and a number of other ocean resorts near the terminus of the Northern Pacific, also deserve visits; while those desiring more strenuous exercise can make profitable excursions into the wild Olympic region, exploring the forested hills, visiting the oil prospects or hunting and fishing.

Splendid highways lead in different directions. In Grays Harbor county are 400 miles of gravel roads, every part of which passes near interesting scenes. One road extends to the south of the harbor and another to the beach resorts at the north. The Olympic Highway leads east to the Sound country and northward up the Humptulips Valley, through the big timber to Lake Quinault, located in the midst of grand solitude on the edge of the Quinault Indian Reservation, making this lake a handy resort for the people living near Grays Harbor. Those who take the trip should plan their return so as to include a ride down the Quinault River in Indian canoes. The Mountaineers who returned this way from Mount Olympus in 1913, pronounced it the best part of the entire outing:



FIRST BUILDING OF NEW CAPITOL GROUP, OLYMPIA, WASH.





5.1 T R
Good road.

6.2

6.9 ▲

9.4
Camping. ▲

10.4

11 ▲

12

12.8

SHELTON,

W

SHELTON GARAGE

COMPLETE
IN EVERY
DETAIL
OF
EQUIPMENT

THE ONLY
FIRST CLASS
GARAGE
BETWEEN
OLYMPIA AND
LAKE CRESCENT

J. LEE PAULEY,
Proprietor



13.7

14.1

14.3 T R

16.2

16.4 ▲

17

17.7

18.2

SHELTON,

WASH.

**STOP**

Turn aside and
rest awhile where
you can obtain
the finest

SOFT DRINKS

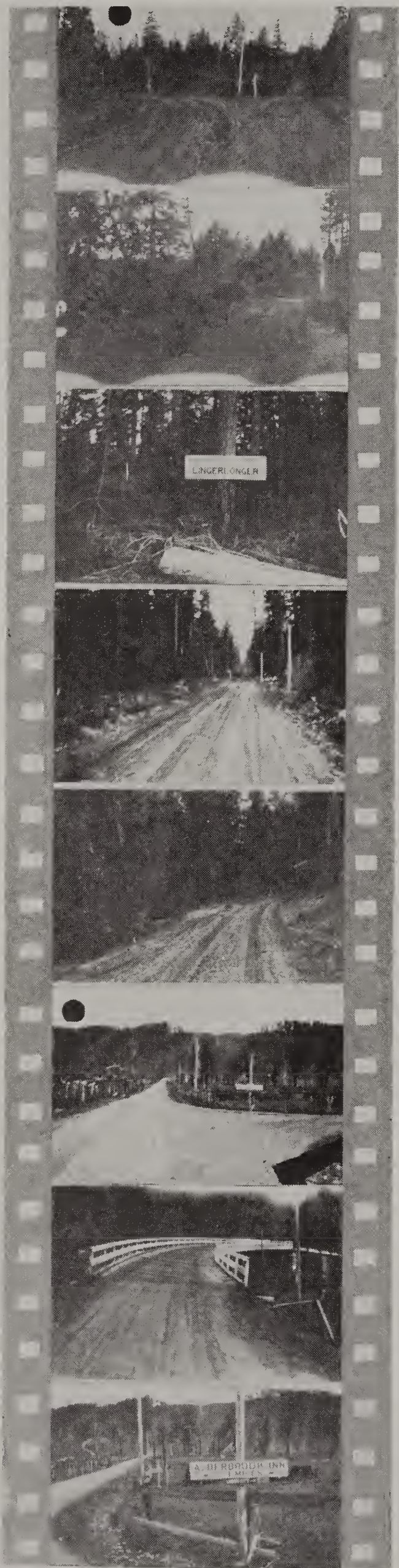
and

**LIGHT
REFRESHMENTS**

on the

**OLYMPIA
HIGHWAY****Delicious Ice Cream.****Everything of the
purest.**

EMIL PAULSON, Prop.



30 T L

31 Camping.



32

33

35

37 T L

38 ▲

38 Signs.

OLYMPIA-LAKE CRESCENT

Perhaps the most peculiar charm of the great Northwest is the infinite variety of natural attractions, and nowhere is this more manifest than in that section of the Georgian circuit known as the Olympic Peninsula.

Beginning with Olympia, the very sedate and select tented capital of the State of Washington, the entire route is a veritable fairyland, and the great sweep of the Pacific is reached at Mea-

If you have a camping outfit, no matter how primitive or how complete, there are scores of places en route that will tempt you; if you are entirely unprovided with adjuncts to the outdoor life, there are plenty of camps, summer resorts and "pensions" in a class by themselves; at the small stores you may obtain a surprising large assortment of necessities, and you will be accorded the most courteous and even generous treatment.

That much abused fact—country life—a home-cooked meal—is not so unobtainable on this tour as a really first-class table d'hôte in many of our more pretentious cities.

Fish never tastes quite so good as when the interval between hooking and cooking is of the briefest duration; and the most ardent wielder of the rod will find ample excuse for extending his itinerary.

If you are fond of mountain climbing, the towering peaks of the Mt. Olympus group send forth an eternal challenge from their rugged summits.

And as for scenery — you may take almost any vivid

Scenic.

Near Potlach.

Road grading.

Hoods Canal

39 Potlach.

Potlach.

Near
Hoodsport.

scription of nature in her most lavish mood, and find on this tour a dozen different spots that fit it.

But when you have finished with generalities, there are specific charms of the Olympic peninsula's very own.

If you should journey to far-off India, and have the hardihood to tour through the jungles of the upper Ganges valley, and climb ten or twelve thousand feet toward the shimmering peaks of Kunchinjanga and Dhwalagiri you will be rewarded by entering a belt of towering trees with gorgeous undergrowth of scarlet cucumbers and rhododendron,—and you will be well repaid.

But why go to Hindustan, when during the months of June and July you may drive on fine gravel roads through miles of primeval forest where the rhododendrons in wild profusion are glorious enough to kill the enthusiasm of a speed-fiend, and make an artist of him?

Why mourn the absence of the ranunculus, when every school child of the neighborhood will reel off the botanical names of a score or more beautiful wild things, and find them for you?

Fit yourself to the varying moods of that picturesque arm of Puget Sound—Hood's Canal; revel in its sunlit expanse or its secluded bays; it is beautiful even in storm, and the drive along its shore in the calm of a moonlit night is weird and wonderful.

The road is for the most part along the shore of the inlet or through the forest. On the route from Port Angeles to Lake Crescent, one drives over a road in places carpeted with pine needles, where the



Near
Hoodspport.



Hoods Canal.



Scenic.



Hoodspport,
Gateway
Hotel



Hoodspport,
P. O.



Read signs.



Lilliwaup
Hotel.



Lilliwaup
Falls.
1/4 m.

HOODSPORT, WASHINGTON

SUND'S RESORT

On the shore of
HOODS CANAL

**Hunting, Bathing,
Fishing, Boating
Mountain Climbing
Indoor Amusements**

**One of the Most Delightful
Resorts in the State**

This alone is enough to attract you, but when you know of the splendid auto road to Sund's, and the wonderful scenery,—

YOU'LL COME

STILL MORE: When you have sampled the Sund kind of cooking, you'll

COME AGAIN

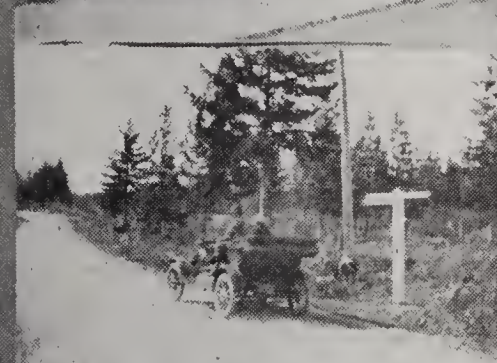
Write for Reservations
C. J. SUND, Prop.

car glides along as silently as a Doge's gondola.

You think when you have reached those gems of mountains, Lakes Sutherland and Crescent, there can be nothing more to see!

And yet for wild grandeur the best is yet to come. Between Lake Crescent and the ocean you and your car sink into insignificance as you pass those giant firs and look up at the dizzy altitudes of the Olympics.

During this trip you will not be bothered with dodging street cars nor erratic pedestrians. You may run down grouse or two, or scare up a jack rabbit or a brace of partridge, but nothing more. Speed cops don't find li-

County
road sign.County
road sign.Near Port
Townsend.

Port Townsend

21.1 m. beyond
Port
Townsend.

5.7



6.7 T R

tempting enough here; there are some stretches that make one want to "step on the bug," but you'll need the brakes more than the "bug" on these curves and short grades.

When you leave Olympia, tell your friends you are going to be out of reach of everyone for a day or two, for the only telephone line is not all it might be, and there is no telegraph except at Port Angeles and Port Townsend.

But the road is good, and the trip is superb.

Now look through the Photomobile pictures, and then hit the trail for Olympia.

Stop at the Chamber of Commerce office, and if you want to know what a real Western handgrasp amounts to, hunt up the genial secretary; your worries will drop from your shoulders as doth a mantle.

This is quite a lot to write about a two or three days' trip; but drive over the route, and you'll want to commit poetry.

OLYMPIC PENINSULA

Lying between Hood Canal and the Pacific Ocean, and extending from the Strait of Juan de Fuca southward toward the Chehalis river valley is the vast Olympic Peninsula, whose resources and wonders are probably less known than almost any other section of the world. The central portion constitutes one great forest reserve within which is the Olympic National Monument set apart by the government for the enjoyment of nature lovers. The population is distributed among the cities and towns situated on the level lands



Port Townsend



Port Townsend



Port Townsend



Port Townsend



Port Townsend



Port Townsend



Port Townsend



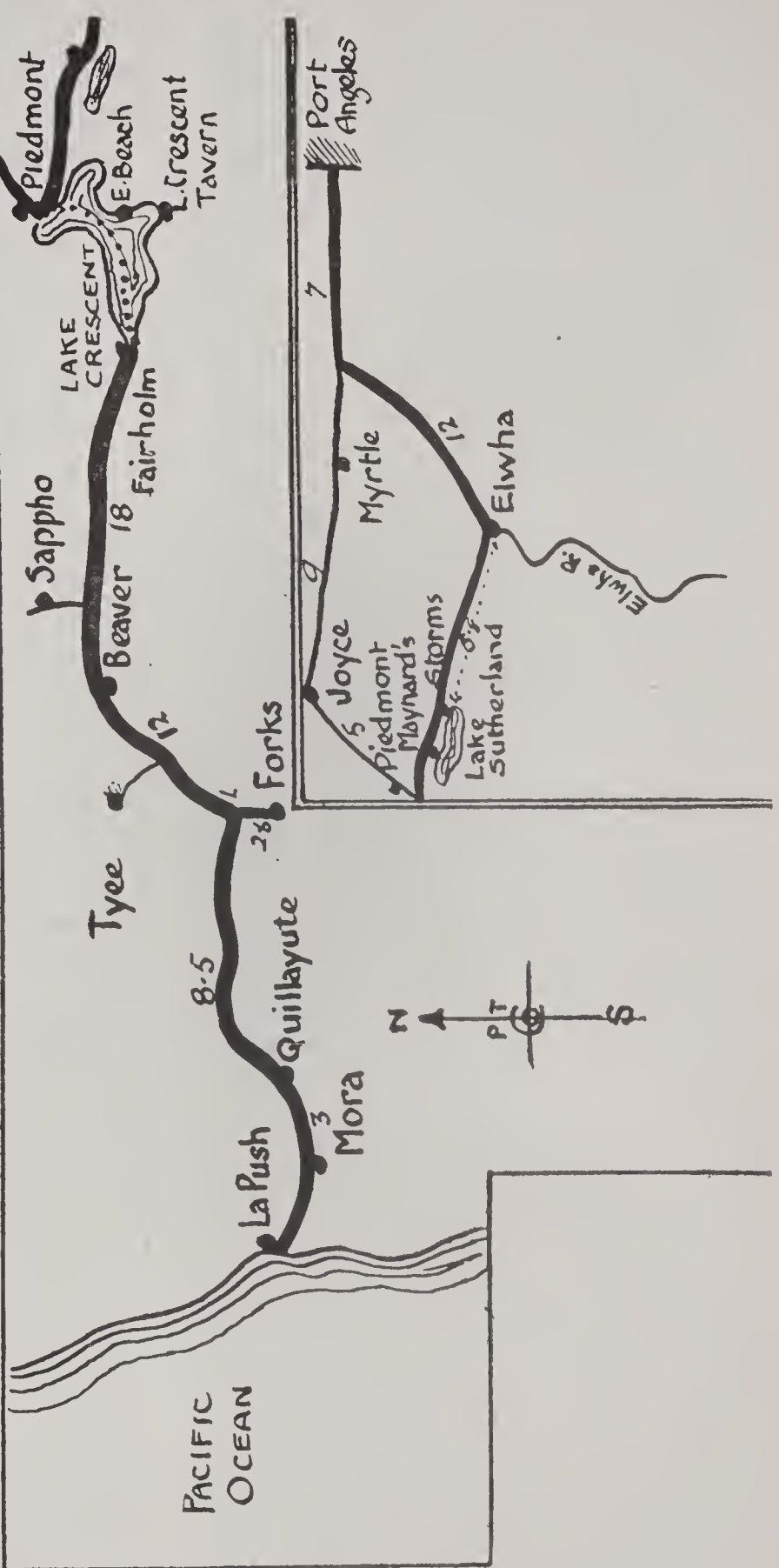
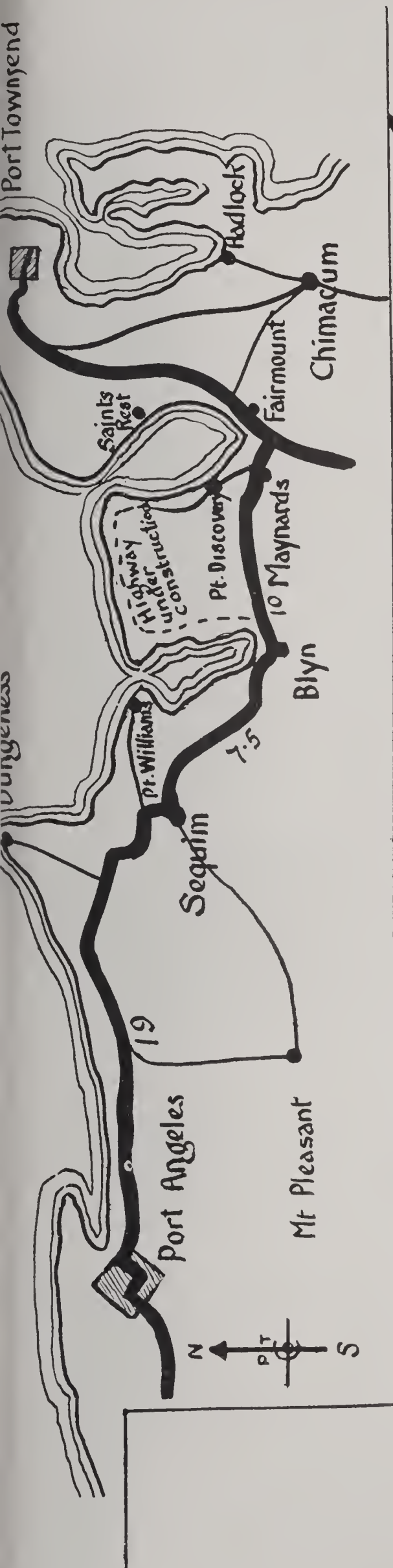
Port Townsend

skirting the waterfront. The Monument contains the rugged mountains, the deepest canyons, the most turbulent rivers and the thickest forests in the state.

The Peninsula is now reached both by steamer and automobile. Highways lead up into the foothills from the cities of Port Angeles, Sequim, Port Townsend, Grays Harbor, Shelton, Aberdeen, Quinalt, and Hood Canal and passable trails take their ways to the summits beyond. It is easy to surprise both deer and elk, confident of safety from the approach of man. Numerous flower parks display seas of gorgeous colors which make the region famous for its beauty.

It also serves as a huge treasure chest. Billions of feet of choicest timber remain uncut; valuable ore veins in a vast lake of petroleum are buried within its depths. The land well suited for agriculture girdles the entire peninsula; and the neighboring waters yield liberal quantities of fish.

Certain beauty spots in the mountains have been supplemented with the convenience and luxuries of modern recreation. Among these are Sol Duc Springs, at the headwaters of the Sol Duc river, where a little palace has been lifted into the mountains; Government Hot Springs, at Lake Crescent, all reached from Port Angeles; Lake Cushman, approached from Hoodspport; and Lake Quinalt, north of Grays Harbor. A visit to any of these resorts or any part of the peninsula will satisfy the most extravagant expectations of tourist and mountaineer.





Views Taken in Port Angeles

PORT ANGELES,

W.S.

TOURISTS who are making Port Angeles their stop-over point will find the most up-to-date and well equipped

MACHINE SHOP

at the

**LINCOLN
GARAGE**



The wise motorist will have his car inspected before negotiating the run to

LAKE CRESCENT

The Lincoln Garage

offers its unrivalled service to discriminating travelers

H. R. KERN, Manager

Port
Angeles

0.6 T R

1.2

1.7 T L

3.4 L

5.8
Signs5.8
Signs

7.9

PORT ANGELES,

WASH.

ST. FRANCIS HOTEL

GOOD
ACCOMODATIONS
REASONABLE
RATES

J. M. BOYD, Manager

When in Port Angeles, go to

HOTEL ANGELES

PORT ANGELES, WASH.

Modern

Rates Reasonable

SOFT DRINK
PARLOR
In Connection

Mrs. W. E. Petersen, Manager



Elwna
River

10.6

Sign

L.
Suther-
land

L.
Suther-
land

L.
Suther-
land

L.
Suther-
land

L.
Suther-
land

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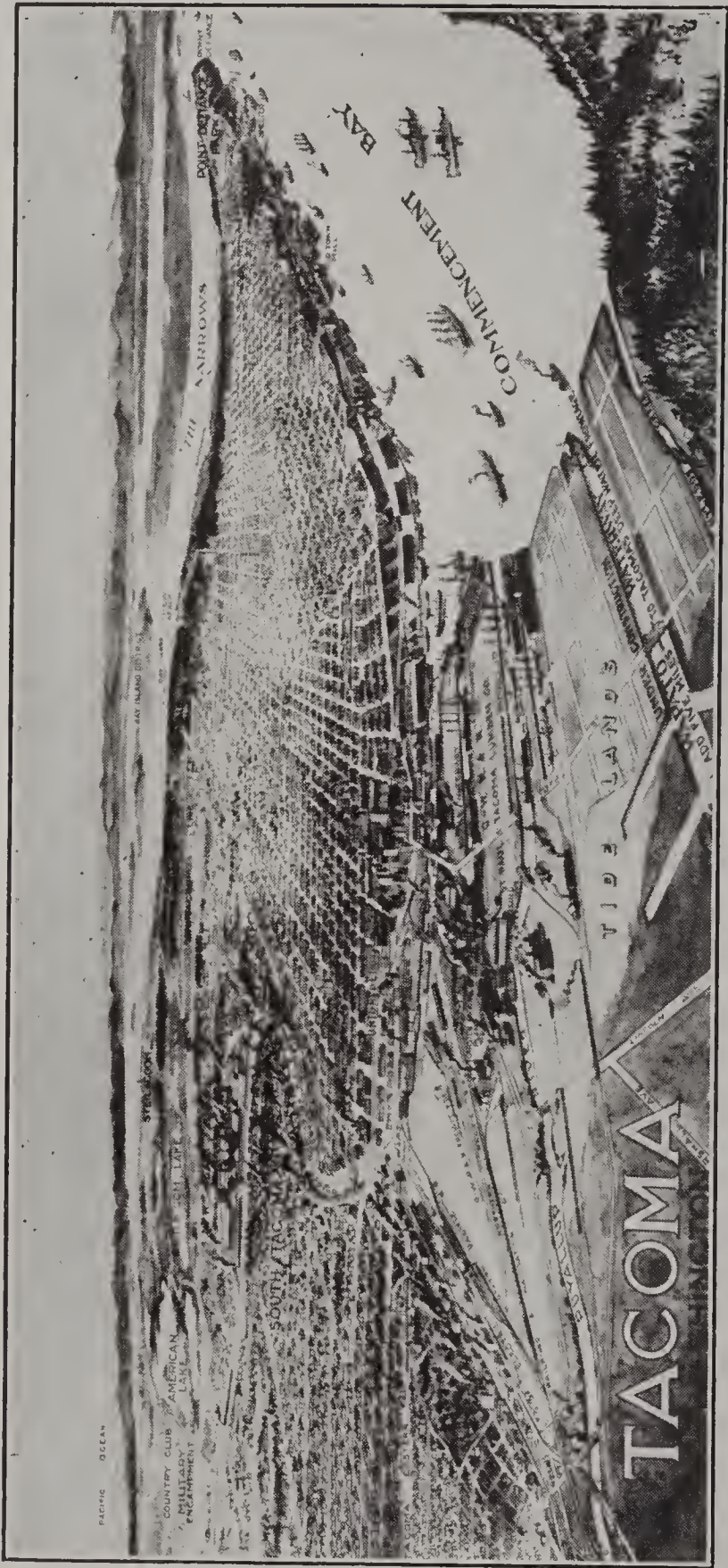
Near
Lake
Crescent

Near
Lake
Crescent



Lake
Crescent





Tacoma to Mount Rainier National Park

TO give even a brief description of the attractions of this trip would be impossible in the limited space that could be devoted to it in these pages. Besides, it is not the purpose of The Photomobile Tourist to do what has already been done, and excellently done, by others.

There are many publications dealing with the Rainier National Park, the least interesting of which are those issued by the United States Government, through the Department of the Interior.

Great assistance in compiling the Photomobile Tourist has been cheerfully rendered by the Park officials, and by the Rainier National Park Company at their beautiful Paradise Inn.

The tourist from the East will be somewhat confused in the two names for the great slumbering snow-clad volcanic pile that forms the central point of interest. In Seattle he will be told of the wonders of Mount Rainier, while in Tacoma he will hear of nothing but Mount Tacoma, unaware, perhaps, of the fact that both names refer to the same peak.

There is some amount of civic jealousy between the two cities, each maintaining its own chosen name for the mountain.

At a recent gathering of the Kiwanis Club, which is a representative body of Tacoma's business men, the editor of a monthly magazine published in Seattle referred to this dual naming of the Northwest's greatest mountain park as "small town stuff," and believed that he had scored a point in favor of dropping "Tacoma" in favor of "Rainier." He was disillusioned next day when the outraged citizens of Tacoma voiced their indignation in the daily papers.

All of which means simply this, that no matter what you call it, you can never adequately describe its beauty.

Those who make the Mount Rainier or Tacoma trip should leave themselves plenty of time. Three or four days is none too much to merely glimpse at the attractions of the National Park, and three or four weeks spent inside the park boundaries would only leave still more hills to be explored, more beauties to be discovered.

The road to the Park is described in the usual Photomobile manner in the following pages. There are some points en route, such as Ohop, Libby's and La Grande and Ashford, that are well worth stopping to see.

If you have never seen a lumber camp at close quarters, you will have an opportunity to do so on this trip. Alder and Elbe, through which you will pass, are typical lumber towns, or perhaps one had better say, lumber "camps," for they are just that.

The life of the lumberjack is a study in itself, and the metamorphosis of the big sticks of timber into merchantable lumber is a series of intensely interesting operations.

The mountain itself is an extinct volcano, with a crown of eternal snow.

Paradise Inn is ideally located, and from its windows the most beautiful views are afforded of valley and mountain.

So far as motoring is concerned, the Inn is the end of the trail.

The flora of the Park is wonderful. There are some species of flowers that grow only in this section, and at times the valleys at the foot of the glaciers are a blaze of color and loveliness.

It is remarkable that nearly all of Uncle Sam's National Parks have some distinctive flower or plant that belongs to them alone. In the famous Yosemite Valley of California, it is the "snow plant" that pushes its cluster of gorgeous red blossoms through the snow. If you pick one, you are liable to a fine of \$25. There are no snow plants in Rainier National Park, but it will be as well if you familiarize yourself with the rules and regulations before starting out on the trails from the Inn.

* * * * *

WHAT TO WEAR—WHAT TO TAKE WITH YOU

Reasonably warm clothing should be worn by all park visitors and they should be prepared for sudden changes of weather and altitude.

Those who intend to live in the open or to do any hiking should give particular attention to the footwear to be worn after leaving home or camp. Medium-weight shoes, hobnailed, will suffice for all ordinary tramping, but for ice climbing calks instead of hobnails should be used. If the services of guides are to be engaged the guides will provide the calked shoes, clothing, alpenstocks, colored glasses, and face paints necessary for trips over snow and ice fields. Arrangements for guides on the South Side can be made with the Rainier National Park Co.

Visitors who intend to camp in the public camp grounds should furnish their own tents, bedding, cooking utensils, provisions, etc. There are grocery stores at Ashford and Longmire Springs where provisions may be purchased by campers. Provisions may also be purchased from the Rainier National Park Co. at Paradise Valley.



00 Out Pacific Avenue
follow Pacific High-
way signs.



2.5 Leave Tacoma.
Good gravel road.



5.1 R. R. X



6 Pavement begins
here.



13 Straight ahead.
Fine stand of Doug-
las fir.

General Information Regarding Mount Rainier National Park

GENERAL DESCRIPTION

OF all the fire-mountains which, like beacons, once blazed along the Pacific coast, Mount Rainier is the noblest," wrote John Muir. "The mountain that was God," wrote John D. Williams, giving title to his book.

"Easily King of all is Mount Rainier," wrote F. E. Matthes, of the United States Geological Survey, reviewing that series of huge extinct volcanoes towering high above the sky line of the Cascade Range. "Almost 250 feet higher than Mount Shasta, its nearest rival in grandeur and in mass, it is overwhelmingly impressive both by the vastness of its glacial mantle and by the striking sculpture of its cliffs. The total area of its glaciers amounts to no less than 48 square miles, an expanse of ice far exceeding that of any other single peak in the United States. Many of its individual ice streams are between 4 and 6 miles long and vie in magnitude and in splendor with the most boasted glaciers of the Alps. Cascading from the summit in all directions, they radiate like the arms of a great starfish."

Seen from Tacoma or Seattle the vast mountain appears to rise directly from sea level, so insignificant seem the ridges about its base. Yet these ridges themselves are of no mean height. They rise 3,000 to 4,000 feet above the valleys that cut through them, and their crests average 6,000 feet in altitude. Thus at the southwest entrance of the park in the Nisqually Valley, the elevation, as determined by accurate spirit leveling, is 2,003 feet, while Mount Wow (Goat Mountain), immediately to the north, rises to an altitude of 6,030 feet.

But so colossal are the proportions of the great volcano that the dwarf even mountains of this size and give them the appearance of mere foothills. In height it is second in the United States only to Mount Whitney.

Mount Rainier stands 11,000 feet above its immediate base, is nearly 3 miles high, measured from sea level, and covers 100 square miles of territory. In shape it is not a simple cone tapering to a slender, pointed summit like Fuji (Fujiyama), the great volcano of Japan. It is rather a broadly truncated mass resembling an enormous tree stump with spreading base and irregularly broken top.

Its life history has been a varied one. Like all volcanoes, Rainier has built up its cone with the materials ejected by its own eruptions—with cinders and steam-shredded particles and lumps of lava and with occasional flows of liquid lava that have solidified into layers of hard, basaltic rock. At one time it attained an altitude of not less than 16,000



17.1 Right, curving.
Mountain road. Tea
House on Right.
Mountain View Club
 $\frac{1}{4}$ m. L. (Chicken
dinner.)



17.8 Curve, L. Mount
Rainer 60 m. from
this point.



20.6 Follow pavement.



23.2 End of pavement.
Straight ahead. Good
gravel road all the
way to the park.



26.5 Sharp curve L.

feet, if one may judge by the steep inclination of the lava and cinder layers visible in its flanks. Then a great explosion followed that destroyed the top part of the mountain and reduced its height by some 2,000 feet.

Indian legends tell of a great eruption. There have been slight eruptions within memory—one in 1843, one in 1854, and one in 1858, and the last in 1870. Even now it is only dormant. Jets of steam melt fantastic holes in the snow and ice at its summit, and there are hot springs at its foot. But it is entirely safe to visit Mount Rainier, as further eruptions are unlikely.

SECOND LOFTIEST TO WHITNEY

Later on this great cavity, which measured nearly 3 miles across from south to north, was filled by two small cinder cones. Successive feeble eruptions added to their height until at last they formed together a low rounded dome—the eminence that now constitutes the mountain summit. The higher portions of the old crater rim rise to elevations within a few hundred feet of the summit and, especially when viewed from below, stand out boldly as separate peaks that mask and seem to overshadow the central dome. Especially prominent are Point Success (14,150 feet) on the southwest side and Liberty Cap (14,112 feet) on the northwest side.

The altitude of the main summit has for many years been in doubt. Several figures have been announced from time to time, no two of them in agreement with each other; but all of these, it is to be observed, were obtained by more or less approximate methods. In 1913 the United States Geological Survey, in connection with its topographic surveys of the Mount Rainier National Park, made a new series of measurements by triangulation methods at close range. These give the peak an elevation of 14,408 feet, thus placing it near the top of the list of high summits of the United States. This last figure, it should be added, is not likely to be in error by more than a foot or two, and may with some confidence be regarded as final. Greater exactness of determination is scarcely practicable in the case of Mount Rainier, as its highest summit consists actually of a mound of snow, the height of which naturally varies.

This crowning snow mound, which was once supposed to be the highest point in the United States, still bears the proud name of Columbia Crest. It is essentially a huge snowdrift or snow dune heaped up by the furious westerly winds.

A GLACIAL OCTOPUS

One of the largest glacier systems in the world radiating from a single peak is situated on this mountain. A study of the map will show a snow-covered summit with great arms of ice extending from it down the mountain sides, to end in rivers far below. Six great glaciers appear to originate at the very summit. They are the Nisqually, the Ingraham, the Emmons, the Winthrop, the Tahoma, and the Kautz glaciers. But many of great size and impressiveness are born of the snows in rock



27.7 Sharp curve to R. nearing Ohop Bob's, on an elevation overlooking famous Ohop Valley, a scenic wonderland.



28 Steep down grade begins, into Ohop Valley. Curve L. Fine gravel road.



28.4 Horseshoe turn L entering valley of 1200 acres. This is an ideal dairying and small farming section.



30.6 Road turns R. Good gravel surface.



31.0 Curve. Long winding 7 per cent grade begins, ascending to La Grande.

pockets or cirques, ice-sculptured bowls of great dimensions and increasing depth, from which they merge into the glistening arms of the huge volcano. The most notable of these are the Cowlitz, the Paradise, the Fryingpan, the Carbon, the Russell, the North and South Wick, the Puyallup, and the Pyramid glaciers.

Twenty-eight glaciers, great and small, clothe Rainier—rivers of ice with many of the characteristics of rivers of water, roaring at the top, over precipices like waterfalls, rippling and tumbling down rocky slopes, and forming veritable noisy cascades, rising smoothly up on hidden rocks to form a brooklike, over its lower edges.

Every winter the moisture-laden winds from the Pacific, suddenly cooled against its summit, deposit upon its top and sides enormous snowdrifts. These, settling in the crater which was left after the great explosion of some prehistoric age carried away perhaps 2,000 feet of the volcano to its former height, press with overwhelming weight down the mountain, filling the sloping sides.

Thus are born the glaciers, for the snow under its own pressure quickly hardens into ice. Through 14 valleys self-carved in the rock flow these rivers of ice, now turning, as rivers of water turn, to avoid the harder rock strata, now roaring over precipices like congealed waterfalls, now rippling, like water currents, over rough bottoms, pouring, pouring relentlessly on until they reach those parts of their course where warmer air turns them into rivers of water.

WEALTH OF GORGEOUS FLOWERS

In glowing contrast to this marvelous spectacle of ice are the gardens of wild flowers surrounding the glaciers. These flowery spots are called flower parks. One will find on the accompanying map Spray Park, St. Andrews Park, Indian Henrys Hunting Ground, Paradise, Summerland; and there are many others.

"Above the forests," writes John Muir, "there is a zone of the loveliest flowers, 50 miles in circuit and nearly 2 miles wide, so closely planted and luxurious that it seems as if nature, glad to make an open space between woods so dense and ice so deep, were economizing the precious ground and trying to see how many of her darlings she can get together in one mountain wreath—daisies, anemones, columbine, erythronium, larkspurs, etc., among which we wade knee deep and waist deep, the bright corollas in myriads touching petal to petal. Altogether this is the richest subalpine garden I have ever found, a perfect flower elysium."

The lower altitudes of the park are densely timbered with fir, cedar, hemlock, maple, alder, cottonwood, and spruce. The forested areas, tending to an altitude of about 6,500 feet, gradually decrease in density of growth after an altitude of 4,000 feet is reached, and the high, bare plateaus between the glacial canyons present incomparable scenes of diversified beauties.



33.4 Entering La Grande, Wash. R R X foot of 6 per cent long winding up-grade. The road overlooks a deep ravine. Fine scenery.



34.9 Midway. Glacier 34 m. Tacoma 34. Free campground, with wide space for parking cars. Scenery magnificent.



37.1 Sharp curve L, down-grade.



37.6 Entering Alder, small town, but evidently prosperous.



42.6 Entering Elbe. This is a lumber town.

SCENIC APPROACHES FROM TACOMA

Leading south as the crow flies, down the main business artery of Tacoma, the highway to the park really begins in the very business center of the city. For 28 miles the railroad and the highway, paralleling each other, run along the base of huge timbered bluffs which rise sheer from the prairie level, or through timbered copses and huddling jack pines that dot the landscape, mirroring themselves at the crystal waters of many lakes.

At the foothills of the mountain the railroad and the highway really become canyon roads. From the top of King Hill, overlooking Ohop Valley, the highway affords a most inspiring view of the great mountain and its surrounding peaks and valleys. This point is about half way to the park entrance. After descending this hill the road begins rising, almost imperceptibly at first, toward the eternal snows on the mountain's dome. On all sides are mighty firs as yet barely touched by the lumbermen. Now and again the highway—smooth surfaced from January to December—leads at the brink of canyons; gullies they are, compared to what come farther toward the clouds. Here the road turns suddenly on itself and in a twinkling is across the valley's floor. A few hundred yards and it begins again to climb, this time through fir forests a hundred times more splendid than were found before the Ohop was reached.

Presently the traveler finds himself looking down a sheer thousand feet to where the Nisqually River threads its way to the sea. This is the Nisqually Canyon. Now the road ever came to wind its very lips is one of the marvels that only the engineer can explain. Near the lower end of the canyon is a great commercial enterprise, made possible by the great glaciers of the Mount Rainier National Park. The city of Tacoma has built a \$2,500,000 electric plant, and electric light and power are furnished in abundance for the citizens of that municipality, and from the road a full view of the huge project unfolds.

For seeming miles of breathless interest the road runs perilously above the canyon; then, presently, it plunges anew into the endless forests of fir and goes on and on, always gently climbing. Of a sudden a macadam surface is encountered. The county of Pierce has hard-surfaced 6 miles of the stretch, stopping its work only at the line where the Government control begins—the edge of the Rainier National Forest. The railroad ends at Ashford, six miles from the park entrance. At this point motor stages pick up the travelers by rail.

Almost at the southwest corner of the Mount Rainier National Park the road makes its entry from the outer reserve. Here a huge log gate has been erected, and through this gate alone may comfortably enter be had to this portion of the mountain park with vehicles. Just inside the gate is a lodge, where the visitor must register and become apprised of the rules; then on and on the road plunges, through timber so dense the earlier forests seem pigmy, with glimpses of the mountain breaking through ever and anon and the sound of many rushing waters coming



43 R. R. X. Good
camping ground.



45.3 R. R. X. Gravel
road ahead.



49 R. R. X. Pac. Nat.
Lumber Co.



50.2 R. R. X., then
enter Ashford.



through the trees, until at a sudden turn an evidence of civilization presents itself in the form of the National Park Inn and Longmire Springs.

The mountain road really begins at Longmire Springs. By swift back and crooked twist it rises gradually into the clouds, doubling back and forth on itself far below, every foot revealing some new glory in beggars word description. After 5½ miles the way leads on to a bridge. At the left, less than a thousand feet away, a huge wall of ice reaches into the air. This is the snout of Nisqually Glacier and the beginning of the Nisqually River.

From the glacier the road leads on, with devious windings and turnings, through scenery more glorious every yard, until finally, where eternal snow begins, it ends.

ADMINISTRATION

The Mount Rainier National Park was established by the act of March 2, 1899 (30 Stat., 993). The representative of the National Park Service in immediate charge of the park is the superintendent. A few of rangers assist this officer in protecting the reservation. Exclusive jurisdiction over the park was ceded to the United States by act of the Washington Legislature dated March 16, 1901, and accepted by Congress by act approved June 30, 1916 (39 Stat., 243). Mr. Edward S. Hall is the United States Commissioner for the park.

The tourist season extends from June 15 to September 15. The address of the superintendent is Longmire, Wash., between June 15 and September 15, and Ashford, Wash., during the remainder of the year. General information may be obtained from the superintendent. All complaints should be addressed to him.

HOTELS AND CAMPS
NATIONAL PARK INN


The National Park Inn at Longmire Springs is operated on the American plan only. A number of bungalows and tents are operated in connection with the hotel. An attractive club house or assembly hall of pine logs has been provided for the comfort and entertainment of visitors. Water is taken from the Nisqually River for the operation of an electric lighting and refrigerating plant. The National Park Inn is open from June 15 to September 15.

Authorized Rates at Paradise Inn.
(American plan.)


One person in half of double bungalow tent, with meals, per day.....	\$5
Two or more persons in half of double bungalow tent, with meals, per day, each	4
One person in room, Paradise Inn, with meals, per day.....	6
Two or more persons in room, Paradise Inn, with meals, per day, each.....	5
One person in room, with private bath, Paradise Inn, with meals, per day.....	8
Two or more persons in room, with private bath, Paradise Inn, with meals, per day, each	7
Single meals, table d'hote:	
Breakfast	1
Luncheon	1
Dinner	1

Children under 10, half rates.


A discount of 10 per cent will be allowed patrons of National Park Inn who remain one week or more.



50.4 Ashford, last stopping place before National Park, entrance to which is 6.5 miles beyond. Toll 28½c.




55.1 Reese's Camp, 1 m. from entrance. Tents for rent, \$1.00 per day, \$6 per week. Good water, fuel, groceries. Fishing.



56.7 Park Entrance. Government offices. Parties in private cars pay \$2.50 for season permit. Passengers must register. Picking flowers prohibited.



57.9 Bridge crossing mountain stream.



63.2 Longmire Springs. Here is the National Park Inn. Gradual, long-winding ascent to Paradise Valley. Fine scenery.

Under this plan of camping patrons may be governed entirely by their own wishes; they may bring their food supplies and blankets and live at a minimum outlay of 75 cents per day for two people, or they may take their meals at the lunch pavilion or Paradise Inn, all or in part. Cured meats, flour, sugar, coffee, etc., as well as prepared coffee, and chocolate by measure will be sold at the lunch pavilion, so that patrons may purchase supplies at any time.

INDIAN HENRYS CAMP

This camp is located at Indian Henrys Hunting Ground, 7 mile horse trail from Longmire Springs. The old Wigwam Cabin will be equipped with a cook stove, cooking utensils, dishes and table. Sleeping quarters will be provided in tents, equipped with mattresses and blankets, but no linen.

A reasonable charge will be made for this service.

LUNCH PAVILIONS

A la carte service at moderate prices will be available in lunch pavilions at Longmire Springs, and at the New Paradise Camp.

PUBLIC CAMP GROUNDS

For the accommodation of visitors who desire to bring in their own tents, beds, cooking utensils, and food supplies, free public camp grounds are provided at Longmire Springs, Van Trump Camp, and Paradise Valley.

Running water and dead timber for firewood are available at all camps. Parties desiring to camp at Longmire Springs and Paradise Valley should see the park ranger in charge of grounds for assignment.

HORSES AND GUIDES

The Rainier National Park Co. will maintain adequate saddle and pack-horse service for park trails. Arrangements for this service should be made at the company's office, Longmire Springs. For parties of five or more guide and horse will be furnished without charge. For parties of less than five a charge of \$3.50 per day will be made for guide and horse. Following are the authorized rates:

Rates for saddle and pack horse and guide service.

Saddle horse and equipment, per day.....	\$5
Pack horse and equipment, per day.....	5
Guide and horse per day for less than five in party.....	5
Saddle horse and equipment between Narada Falls and Paradise Valley, round trip	5
Saddle horse and equipment between Narada Falls and Paradise Valley, one way	0
Saddle horse and equipment for Sky Line Trail trip.....	5
Saddle horse and equipment for Tatoosh Trail trip to Plummer Peak.....	5

Saddle and pack horse service is operated between Narada Falls and Paradise Valley when snow conditions will not permit use of automobile highway between these points. A charge of 1 cent per pound in each direction is made for packing baggage between Narada Falls and Paradise Valley. Minimum charge for this packing service, 50 cents.



66.2 Van Trump Camp
"Put out your camp
fires before you
leave."



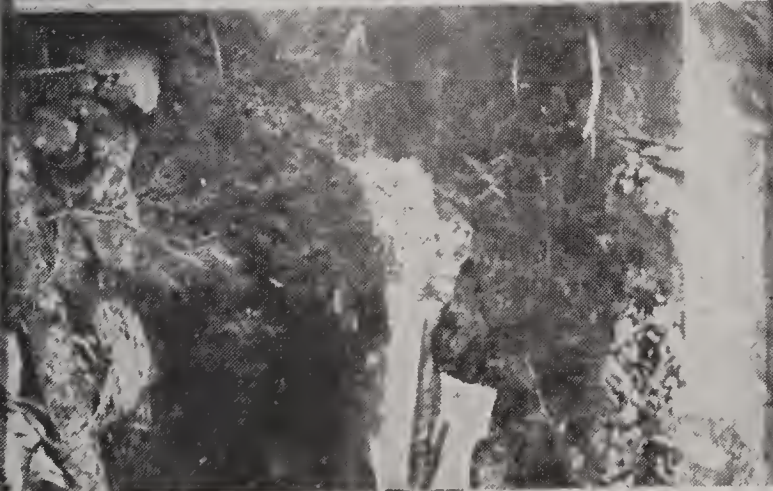
66.9 Beautiful view of
Mt. Rainier.



66.9 Scenic.



68.5 Nisqually Check-
ing Station. Bridge
across Nisqually Riv-
er. Cars checked
through on the hour;
parties arriving at
any other time must
wait.



67.5 Christine Falls.

GUIDE SERVICE—SPECIAL TRIPS

The three most popular trips in the National Park requiring service are: (1) Climb to the summit, (2) climb to Pinnacle Peak what is generally called the "side trip." This is from Paradise Valley to Stevens and Paradise Glaciers.

The summit climb requires from 15 to 20 hours for the round trip. Only those accustomed to climbing and in practice should attempt the journey. The Pinnacle Peak climb requires from six to eight hours for the round trip. The side trip to Stevens and Paradise Glaciers requires four or five hours for the round trip.

A corps of competent guides, both men and women, is employed by the Rainier National Park Co. Trail guides are stationed at Paradise Inn, in Paradise Valley. Horse guides are stationed at both Longmire Springs and Paradise Valley. The following rates will be charged for scheduled service; rates for special service will be made by the manager of the department.

Rates for guide service.


Minimum charge for summit climb, not more than five persons.....	
More than five people, per person.....	
Clothing and equipment for summit climb, per person.....	
Guide service and special clothing for trip to Nisqually Glacier and Ice Caves, per person	
Guide service and special clothing for trip to Stevens and Paradise Glaciers, snow sliding, etc., per person.....	
Guide service and special clothing for Pinnacle Peak climb, minimum of three people, per person	

ROADS AND TRAILS

There are two automobile roads in the park, descriptions of which will be found in the paragraphs immediately following.

Trails have been constructed with a view to making the wonders of nature within the park easily accessible as well as to provide paths for the protection of the forests and game. During the season of 1915 the trail system encircling the mountain was completed, and it is now possible in about one week's time to make the entire circuit of the mountain, for which purpose experienced guides with saddle and pack animals may be obtained through the Rainier National Park Co.

The park trail system not only makes accessible the snouts of some 20 glaciers which radiate from the summit of Mount Rainier, but also directly to the parks and points of interest known as Paradise Valley, Van Trump Park, Indian Henrys Hunting Ground, St. Andrews Park, Sunset Park, Crater Lake, Spray Park, Mist Park, Cataract Basin, Laine Park, Mystic Lake, Grand Park, Natural Bridge, Berkeley Park, Glacier Basin, Summerland, Ohanapecosh Park, Cowlitz Park, Ohanapecosh River and its Hot Springs, Canyon Bridge, Reflection Lakes, Elsie Peak, Narada Falls, Comet Falls, etc.




Curve in road.
Here begins the road
through the "Silver
Forest."



Curve



Bungalow Tents.



73.1 Washington Cas-
cades. Bridge over
Paradise River.



Inspiration Point.

THE SOUTHERN PORTION OF THE PARK

The automobile road from Tacoma, Seattle, Olympia, and Puget Sound cities to the entrance gate in the southeastern portion of the park is described on page 13. The Government end of this road is 20 miles in length, leading from the entrance gate (elevation 2,003 feet) to Longmire Springs (6.6 miles, elevation 2,761 feet); thence to foot of Nisqually Glacier (5.4 miles, elevation 3,908 feet); thence to Narada Falls (4 miles, elevation 4,572 feet); thence to Paradise Inn in Paradise Valley (4 miles, elevation 5,557 feet). Snowshoeing parties find many delights during the winter months.

This road was opened for travel in 1910.

The upper 8 miles of the road above Nisqually Glacier was opened to automobiles for the first time in 1915. This portion of the road is operated on a schedule by which automobiles leave Nisqually Glacier ascending and Paradise Valley descending on each hour from 8 a. m. to 7 p. m., passing at Narada Falls on the half hour. During the seasons of 1915, 1916, 1917 and 1918, 22,000 automobiles and about 120,000 people passed over this section of road without a single accident.

This road, which has an average grade of only 4 per cent, affords one of the most wonderful automobile drives in the world.

Paradise Valley, Indian Henrys Hunting Ground, and Van Trump Park are the most easily reached and consequently the most frequented places of interest within the national park.

Regular automobile stage lines are operated to Paradise Valley over the Government road from Ashford and Longmire Springs.

Indian Henrys Hunting Ground, 7 miles from Longmire Springs, is reached by trail only. This trip may be made afoot or ponies may be secured at Longmire Springs, where the most frequently used of the three trails leading to this resort begins. A tent camp is located in Indian Henrys Hunting Ground.

To reach Van Trump Park the same Indian Henrys Hunting Ground Trail is taken, branching off to the right after about 1 mile of travel. The trip to Van Trump Park should, however, be made by going up past Christine Falls and returning by the old trail to Longmire Springs. The distance from Van Trump Creek at the Government road to Van Trump Park by this trail is about $2\frac{1}{2}$ miles. This park is reached by trail only, and the trip may be made afoot or on ponies. While this is one of the most beautiful of the mountain parks, and one of the most easily reached, yet there are no accommodations for travelers, and lunches should be taken and return trip made to Longmire Springs before nightfall.

Ramparts Ridge, $1\frac{1}{4}$ miles north of Longmire Springs, from which a fine view is obtained, is a very popular trip, and is frequently taken before breakfast. The climb of about 1,300 feet can be made in about one hour.



74 Just beyond
Inspiration Point.



Nearing
Paradise Inn.



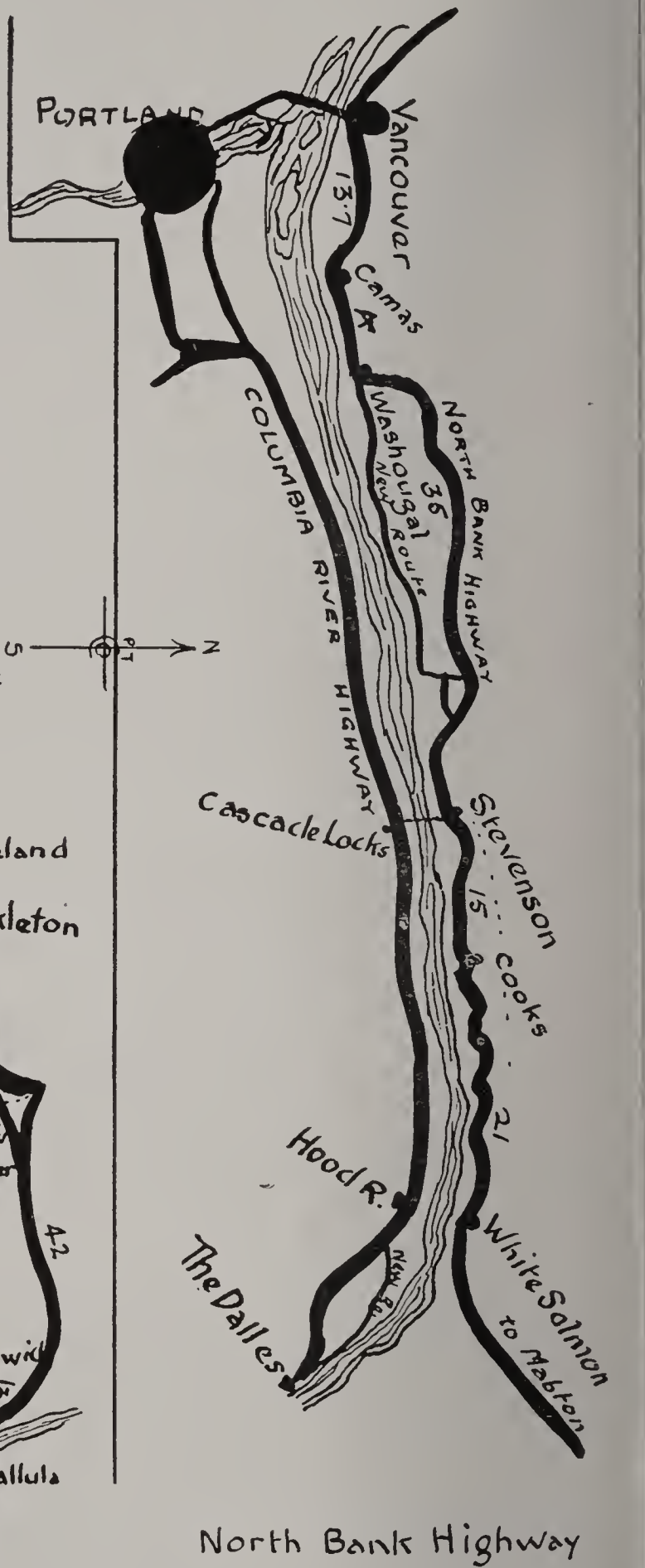
Tent Bungalows at
Paradise Inn.



"Paradise Inn"
is no misnomer.



76.6 Paradise Inn. End
of Automobile road.
Paradise Valley con-
sists of a series of
beautiful Alpine
meadows with Mount
Rainier and its gla-
ciers just beyond.



Vancouver, Wn., to
White Salmon



00. Bridge
over
Columbia R.



0. Vancouver
Wash.



1.5



2.1



3.4



4.



5.

This road is being
surfaced and will
be finished to
Washougal in
1920.

The Interstate Bridge across the Columbia at Vancouver is one of the most splendid pieces of engineering in the West. It has been erected by the counties it immediately serves, on both sides of the river, and has paid 12 per cent. on the original investment ever since its opening.

The North Bank Highway leads through a most interesting farming country whose contour varies from gently rolling hills cultivated to the highest degree of productivity, to the almost perpendicular bluffs that stand guard at intervals over the mighty Columbia.

If you seek here the bustle and hurry of the city your disappointment is going to be complete, for a more contented lot of people you will never find than the inhabitants of this section.

Such industrial centres as Camas, with its great paper mills; river hamlets coaxing the erratic river to yield them a sustenance; dairy farms whose silken-coated cattle can find no fault with life; and a score of other occupations, including that of supplying the needs of the tourist; these will give you a tangible idea of the limitless breadth of that word "American." Many nationalities are represented in the records of property owners. It is no uncommon occurrence for a rancher to speak good American to his family, yet voice his sentiments to his errant team in expletives of Slavic, Croatian or Latin origin.

You will know you are getting near Camas long before you see it, that is, if the wind blows in your direction. The



6. Good
dirt road.

6.9 Now
being
surfaced.

7. Columbia
River on R.

7.5
Old trestles.

7.7

8.1 R R X

8.4
Good road.
▲

8.7
Road signs.

pungent aroma that permeates the air is very noticeable and many a wrong guess may be made by the uninitiated as to the cause thereof.

It is not an unpleasant odor for it is merely the woody smell of the timber concentrated to the ninth degree of wood pulp, of which you will see great stacks in the yards of the paper mills.

Camas is a typical "company" town or papermill town. Yet it has its distinctive character even among such communities.

First of all, it is a real little city in the fullest acceptance of the term. There are several "sights" to be seen in the vicinity, and the garage is well equipped, both as to supplies and expert service.

And when you have "done Camas" you have omitted the best thing of all if you have not paid a visit to MacMaster's Emporium. Mac is an institution, and he spells it with a "c," and what he has in stock in his shop is of no muck importance.

If you are short of anything, it is nine chances to one that Mac has it; his is the biggest store in the town, and it needs to be.

The surfacing of the highway through Camas in 1931 will mean much to the tourist for the heavy teaming between Washougal, Camas and Vancouver has made roads abominable everywhere. All this is over, and another link is being forged in the chain of through tourist traffic.

The Washougal River is famous throughout the entire state as one of the best fishing streams known.



CAMAS,

WASH.

MAC MASTER & CO.

Groceries, Dry Goods,
Hardware,
Auto Accessories,
Tires an' Everything

An old established business
with an up-to-the-minute
stock, and offering

COURTEOUS SERVICE

Come in and get acquainted



11. Concrete
highway
in 1920.

12. Columbia
River on R.

13. Sharp
curve;
short grade.

14. Camas.
General store

Buying camp
supplies at
MacMaster's.

Camas Hotel
Look to
your gas.

Turn R.

15m. Good
road; con-
crete in 1920.





11.3



12.2

CAMAS, a paper-mill town. Good stores, hotels, and garages.



CAMAS
McMaster
Store



CAMAS



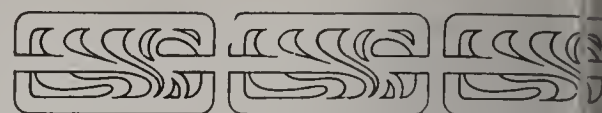
CAMAS
Highway
Garage



14



15.8



CAMAS,

WASH

Highway Garage

Before you turn right and cross the railroad bridge, let us give your car the "once over."

TIRES
GAS, OILS AND
SUPPLIES

—O—

EXPERT
REPAIRING





17.1
Washougal.
(L. over
Bridge for old
county rd.)



17.5 Good
dirt road.



18. R.
after R R X



19. Ahead
past church
on L.



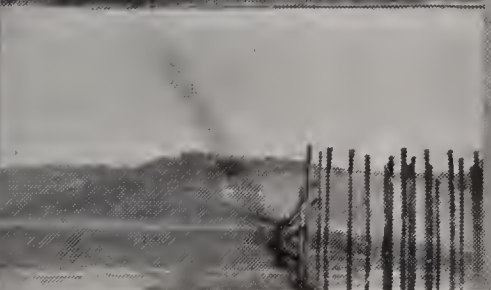
19.8
Ahead over
old bridge.



21 ▲



22



24 Across
river is the
Vista House

Its attractiveness to the tourist does not end with its trout, however. It is a succession of beautiful river scenes, and its many rapids and tortuous course delight the eye of the artist.

Washougal is a small town that waits but the magic touch of the highway to cause it to spring into an up-to-date, prosperous city.

And the highway will be there before this issue of the Photomobile Tourist is exhausted. The falls on the North Bank may not be so grand as those on the Multnomah shore opposite, but as a tour through the more "intimate" scenery, prosperous farms and ranchers with an enduring smile of contentment, you will go far to beat the North Bank Highway.

* * * *

This is a favorite vacation haunt of all sorts and conditions of people. Musicians love the Washougal river because they can run the scales on the fish; politicians can rehearse their truthful (?) election promises by describing the fish that got away; vaudevillians may "get the hook" without fear and trembling; budding authors may write funny tales of finny tails, and a cartoonist may obtain real comedy, and a movie director reel comedy, by no more strenuous effort than observing and recording.

Camping spots on this route are numerous. In fact, one



20

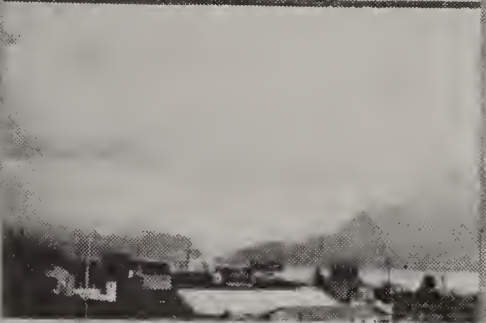
The North Bank Highway is fast becoming an important trunk road, connecting the Yakima valley with the lower Columbia valleys. Road being resurveyed in sections, hence mileages cannot at this time be given here.



21 Good farming country.



32 Near Biddle's Butte



46 Stevenson.



Wind Mountain



Looking up Columbia River from Wind Mt.

may camp near the road in most places. There are scores of springs and tiny rivulets where that priceless necessity of camping, water, may be obtained in abundance, and shelter from wind and sun is to be found everywhere.

* * * *

The nomenclature of the natural features of this section is a bit deplorable, but what can we do about it?

There is a kind of stately euphony about the name Columbia, but imagine a poet raving over the charms of "Biddle's Butte" or "Rooster Rock" or "Cigar Rock" or "Wind Mountain."

Perhaps in the aeons of the future there will be a ban on such atrocities as "Inspiration Point" and "Vista Peak." Certainly the North Bank Highway has one or two names that are well chosen, and several more that are not.

Perhaps the best example of a fitting name in this section is "The Eyrie." And perhaps, when the anti-smokers have sent Lady Nicotine into oblivion with Barleycorn, "Cigar Rock" will be renamed.

Verily these reforms are not without their compensations.

"Wind Mountain" is as right as an accurate and descriptive title, but why "ruin it in"? Does Portland mention its rain, or Yakima its dust, or Yuma its excessive heat? Leave something to the imagination. Think over, ye Supervisors.

36 Good
dirt road.



45.2
Collins, Wash

50
Columbia R.

60
Columbia R.

68
Hood River.

68
White Salmon

68
White Salmon

This is part of
the Evergreen
Highway

White Salmon, with a population of about 1200, is fast becoming a most popular resort, as well as the commercial entrepot for a rapidly increasing, fruit-growing district.

The same conditions of soil and climate obtain here as those of the famous Hood River valley just across the Columbia, and the quality of the fruit now being shipped from the matured orchards of White Salmon is equal to that of its friendly rival, the "Hood River apple," if in less quantity.

You cannot afford to miss a visit to "The Eyrie," and if time permits, a 25-mile run to the ice caves and Trout Lake will show you scenery the memory of which may make many a weary mile over less favored country seem less tedious.

Hood River, just opposite White Salmon, on the Oregon side of the Columbia, is a beautiful little town surrounded by highly developed orchards and farms, and the most entrancing scenery.

The fruit growers are well organized, and there is no such commodity as inferior apples or strawberries ever offered for sale under the jealously watched and greatly prized Hood River Valley trade mark.

The valley, with its thousands of fruit trees in bloom, flanked by the sylvan slopes of the forest reserve, and crowned with the towering snow-capped peak of Mt. Hood, baffles description.

PORTLAND

THE "ROSE CITY"

PORTLAND, the "Rose City," is the metropolis of Oregon and is the chief market for a territory of 250,000 square miles. It is the county seat of Multnomah county and lies on the Willamette river just above its confluence with the Columbia. Its population, estimated by the compilers of the city directory, who include immediate suburbs not within the city limits, is 270,527.

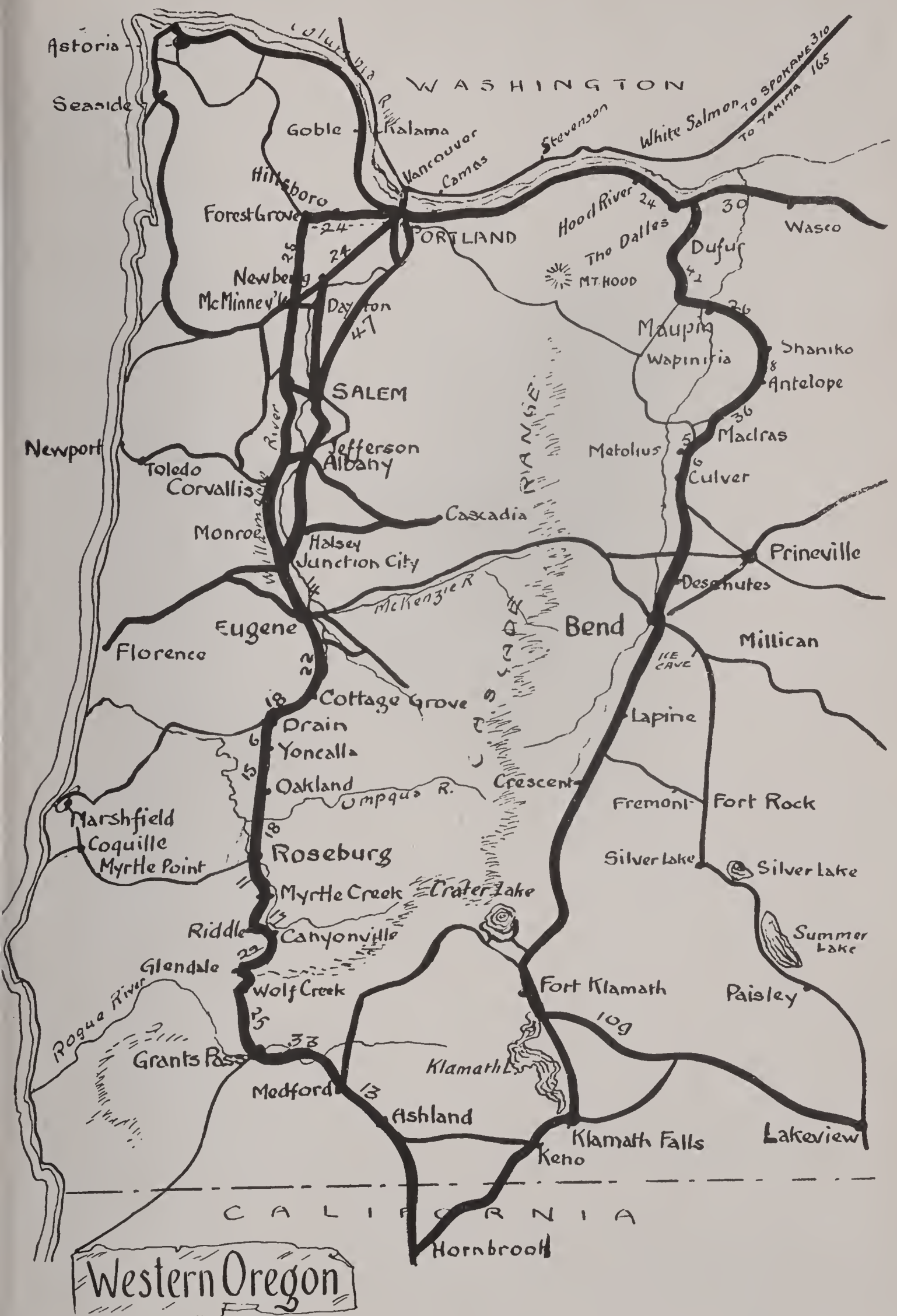
Portland's position near the confluence of two great rivers gives it a water level route from far into the interior. This brings a heavy traffic to Portland at a minimum of operating cost. This fact, together with Portland's fresh water harbor, the only one on the coast, means that Portland will be the great shipping point of the Northwest. It is already the chief lumber shipping point of the world, and is the chief wheat exporting port of the Pacific Northwest, handling the bulk of the grain crop produced in the Inland Empire (Eastern Oregon, Eastern Washington and Idaho).

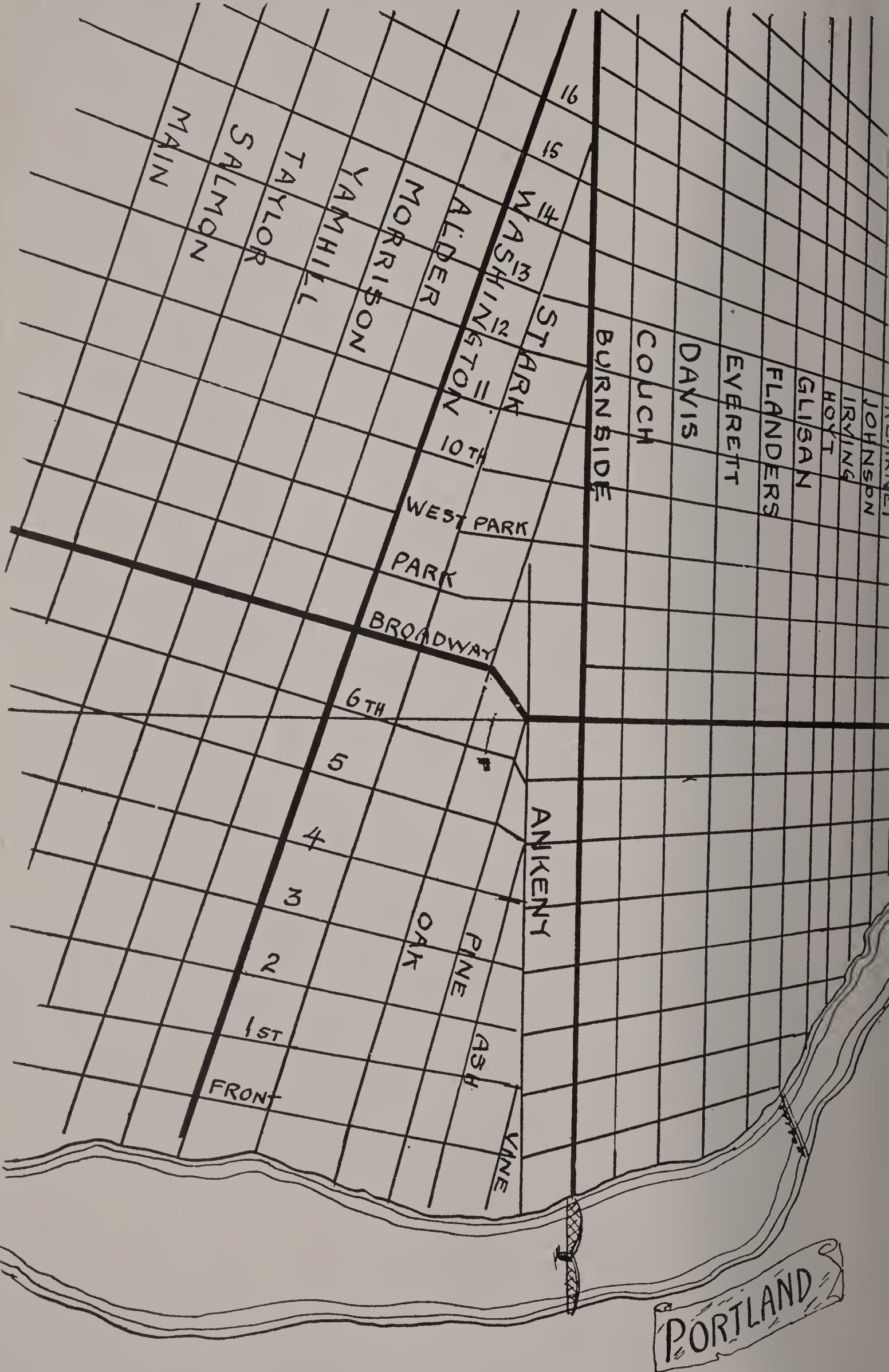
Portland is famous for its roses. Nowhere else do they reach the perfection they attain here. Climate and soil are ideal for their growth and the city is one great rose garden throughout the summer months.

Four great transcontinental railroads enter Portland upon their own rails and others have traffic arrangements whereby they enter this city. In the first class are the Northern Pacific, Southern Pacific, Oregon & Washington Railroad & Navigation Co. and the Spokane, Portland & Seattle. In the second class may be mentioned the Canadian Pacific, Great Northern and the Chicago, Burlington & Quincy. All the railroads in Oregon connect with these trunk lines. Various electric lines enter the city, among them being the Portland Railway, Light & Power Company's interurban lines to Oregon City, Estacada and Troutdale, and the Oregon Electric Company's road to Salem and Forest Grove, besides the United Railways line extending toward the Tillamook country.

Portland has an excellent city traction system comprising over 20 miles of track. All the city lines are electrified.

Several lines of river steamers ply the Columbia and Willamette rivers and their tributaries, carrying passengers and freight. Portland is the center also of large coasting trade, with steamers running to San Francisco, San Pedro and all Oregon harbors. There are steamship lines in operation between Portland and the Orient. Portland's wholesale and jobbing trade is very large. This can never be taken away from her because of the advantageous geographical position the city has at tidewater with the great tributary country at its back. This jobbing trade embraces all lines of merchandise. Each passing year shows a handsome gain in volume. Portland is fortunate in its water supply. It is drawn from Bull Run River a splendid mountain stream, by gravity system. The water is remarkably pure. Private corporations supply the city with electricity and gas. Rates are reasonable and the service good. Electric power is brought from near-by waterfalls. Gas is manufactured here from crude petroleum brought from California in cargoes. Because of its pure water supply and healthful conditions, Portland has a death rate which is among the lowest in the country.







Portland's Finest Department Store. Ten Selling Floors. New Modern Conveniences. Merchandise of Merit Only.

**“The Open Road
—a ‘Regular Car’
—Star Tires,”
—and then,**

not a thing to do but enjoy the everchanging panorama and the exhilarating rush of pure air.

Up hill or down—over all kinds of roads, Star Hand Made Tires carry you surely and safely to where you want to go—and back again.

There's a comfy feeling of security and a happy forgetfulness of the mere medium of your pleasure when Star Tires grace the wheels of your car.

They're dependable!

—MADE BY—

★THE STAR RUBBER COMPANY★

AKRON'S MASTER TIRE BUILDERS

WATERHOUSE & LESTER COMPANY

CALIFORNIA DISTRIBUTORS

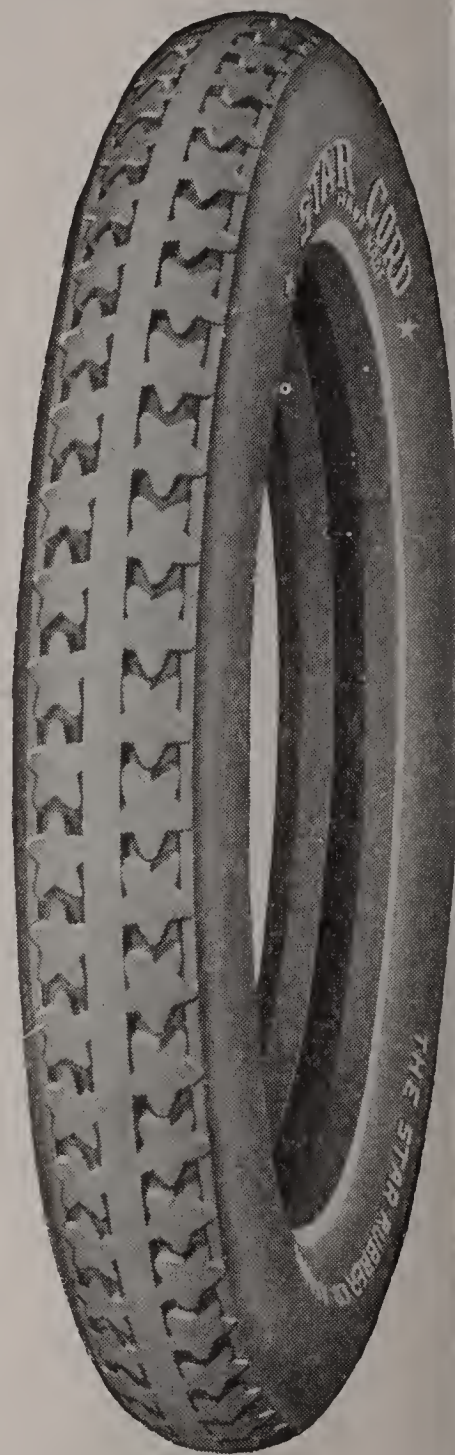
325-245 North Los Angeles St., Los Angeles

540 Howard Street, San Francisco

53 Fifth St., Portland, Ore.

SEATTLE, WASH.

The Whiton Hardware Company



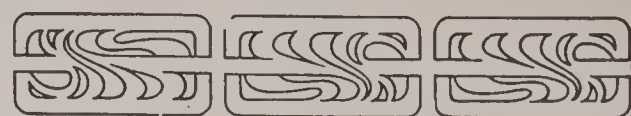
STAR HAND MADE EXTRA PLY TIRES



PORTLAND
Banking
District

PORTLAND
Broadway
South

PORTLAND
Stores



PORTLAND, OREGON

VACUUM CUP

Cord and Fabric
TIRES

Pennsylvania
Ton Tested
Inner Tubes

**AUTOMOBILE
ACCESSORIES**

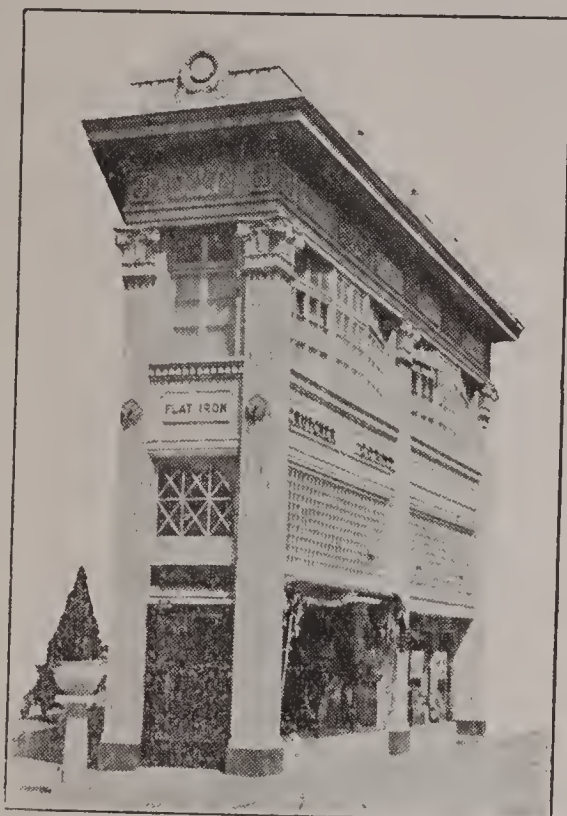
Specialties for
Ford Cars

A. J. WINTERS CO.

65-67 Sixth St.
(Between Oak and Pine)
PORTLAND, ORE.



THE HOME OF SERVICE



FLAT IRON BLDG.
Stark, 13th & Burnside Sts.

TIRE TROUBLES?

Our shop is fully equipped
to do all kinds of

TIRE REPAIRING AND RETREADING

GOOD YEAR
SERVICE AKRON STATION

Complete Stock of Tires Always on Hand

PEERLESS TIRE AND RUBBER CO.

Flat Iron Building
PORTLAND, OREGON



THE OLDEST BANK

in the Pacific Northwest welcomes visiting autoists to the city of Portland, and extends to them all the courtesies possible for the modern banking institution to offer.

If this city should appeal to any as a permanent home, Ladd & Tilton Bank will be glad to accept their accounts.

LADD & TILTON BANK

Washington and Third
PORTLAND, OREGON

MEMBER
FEDERAL RESERVE
SYSTEM



PORTLAND
Morrison
Street



PORTLAND
Fifth Ave.



PORTLAND
Residence
District



PORTLAND
From
Terwilliger

**UNITED
SECURITIES
TRUSTEES,
FINANCIERS

SEATTLE,
WASHINGTON**



The United States National Bank

Sixth and Stark Streets
PORTLAND, ORE.

**In the Center of Portland's
HOTEL DISTRICT**

Travelers' Checks and Letters of
Credit Issued and Cashed
Resources Over \$35,000,000

PORTLAND,

OREGON

WIRE WHEEL SALES & SERVICE COMPANY

Distributors

HOUK WHEELS

Service on All Wire Wheels

**Wire Wheel Sales & Service
Company**

435 Stark St.

Broadway 605



PORTLAND
0.1
Terwilliger
Boulevard

1

2

4

4.5

5

7

TIGARD
on the
McMinn-
ville detour.

PORTLAND, OREGO

In a city of the size and importance of Portland, there are businesses which, conducted with the utmost smoothness and unobtrusive system, work incalculable good to patrons and friends alike. A particular, personal service to those who are under abnormal mental and physical strain, at times when extreme courtesy and consideration possess the highest value, is always afforded by

**DUNNING
&
McENTEE**

Three, Broadway

16 Six
Corners
On Capital
Highway ▲

22

25

29

31

43

46

47

WOODBURN,

OREGON

OVERLAND and CHEVROLET Distributor

INTERNATIONAL TRACTORS

GENERAL REPAIRING
BATTERY SERVICE STATION

FISK TIRES

Fabric 6,000 miles

Red Top 8,000 miles

Cord 8,000 miles

J. W. BERKEY

Opposite S. P. Depot
Front St.

OREGON CITY,

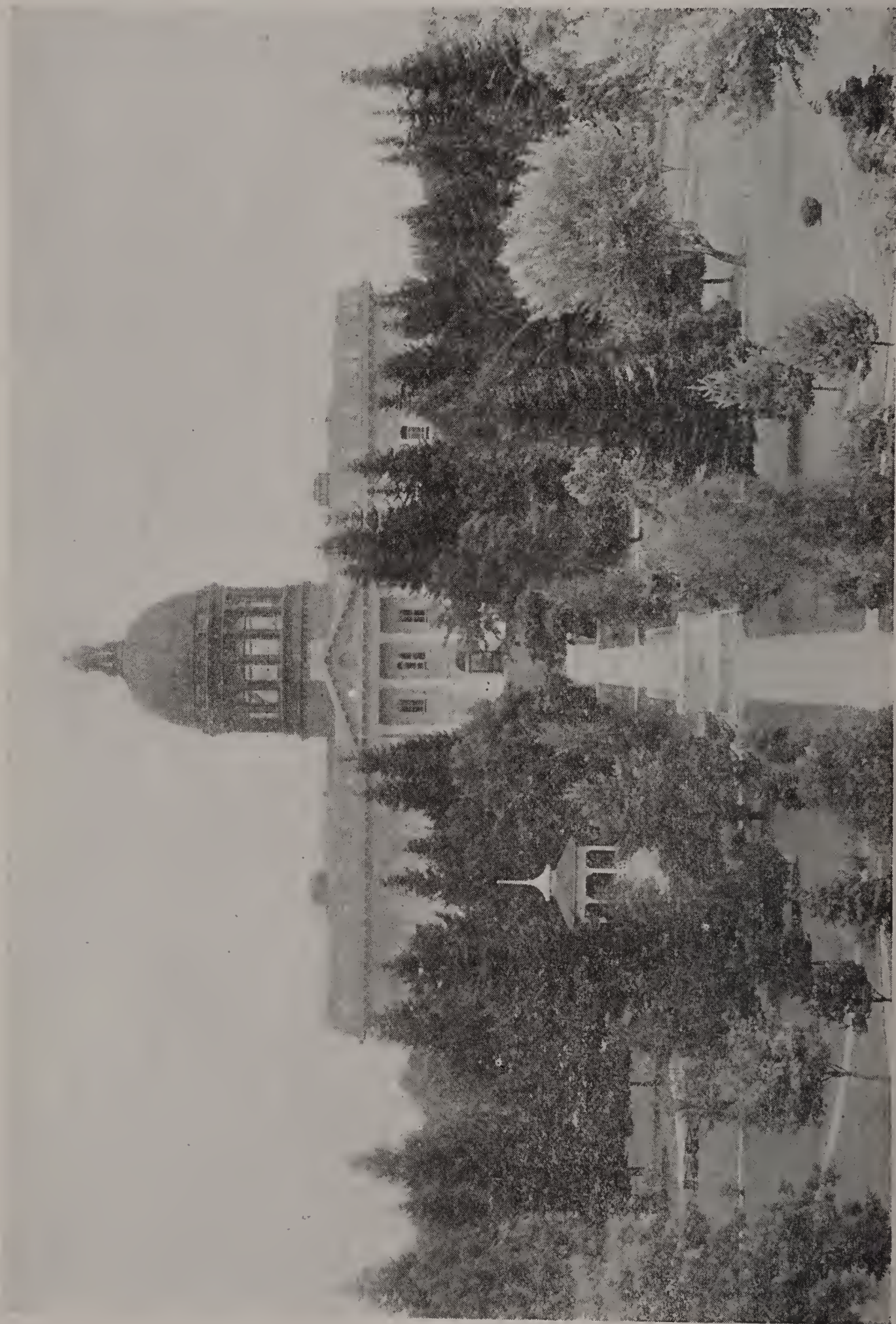
OREGON

O. JAMESON GARAGE

GAS AND OIL STORAGE

Repairing, Washing
Polishing

402 MAIN STREET



STATE CAPITOL, SALEM, OREGON

SALEM
2 Beyond
Salem.

L.

4

4.3

7

8

9.1

TURNER

There are two main routes leading out of Portland for the south, the Pacific Highway proper and the Capital Highway.

The Capital Highway is routed along the beautiful Terwilliger Boulevard, from which a most magnificent panorama of the city and the valley of the Willamette river unfolds itself as the road winds around the steep sylvan slopes of the west bank.

The road is a fine wide concrete highway as far as Newberg.

Exactly sixteen miles out of Portland SIX CORNERS is reached. This is just what the name implies, three through roads crossing at this point. Here is a fine camping spot, under a sheltering grove of tall trees. The enterprising store at this point caters to tourists' camping requirements, and allows the use of the grove free.

Between this and Newberg the route lies through a very rich farming country. The number of well kept farms is remarkable, and some of the farm houses are almost better described as mansions. Perhaps one of the happiest conceptions in what a prosperous farm of the most advanced type should be, and what is possible in the way of beautiful yet simple design in spacious luxurious farm homes, is that of Orevania, a lone establishment to the right before Newberg is reached.

Those who find pleasure in driving along country lanes bedecked with wild flowers, will do well to cross the river at Newberg, and follow the winding road to St. Paul, a little community that boasts of the oldest church in the state; this road surface is



11.8 Beyond
Salem.
Alternative
route.



12



13.6 RRX



15



18



21



21.5 ▲



22.5
Albany

good gravel, and camping spots are plentiful.

By taking this route and proceeding south from the Paul, the ferry at Wheatland is avoided, and Salem is reached over the Pacific Highway main route.

From Portland the Pacific Highway proper is routed through Oregon City, Camas and Woodburn.

* * *

The Willamette Valley is the principal valley in western Oregon. Its mild climate, fertile soil and the innumerable streams and springs which water it, all make the valley a land of verdure and beauty, one of the richest and most productive districts in the west. It is as large as Connecticut and nearly as large as Massachusetts, and is capable of supporting many times its present population.

Oregon City, Oregon

Oregon City is of historic as well as industrial importance. The home of Dr. John McLoughlin, built in 1829, is preserved as a memorial of a notable man and a pioneer of the Oregon country.

Within its walls many of the laws of the state were framed.

The first Protestant churches west of the Rockies were established at Oregon City, which also is the home of the first Masonic Lodge in the state. The Falls of the Willamette are seen to the west. They furnish power for pulp, paper and woollen mills and develop electricity for Portland.

Beyond the mills are the locks, providing for navigation of the upper river. Royal Chinook salmon, weighing from thirty to fifty pounds,

10 . Beyond
Salem
Alternative
route.

11 ▲

11.8

13

Fine Camping
Spots Are Nu-
merous on
This Route

18

18.5 L.

18.7 ▲

are taken below the falls with rod, reel and spoon.

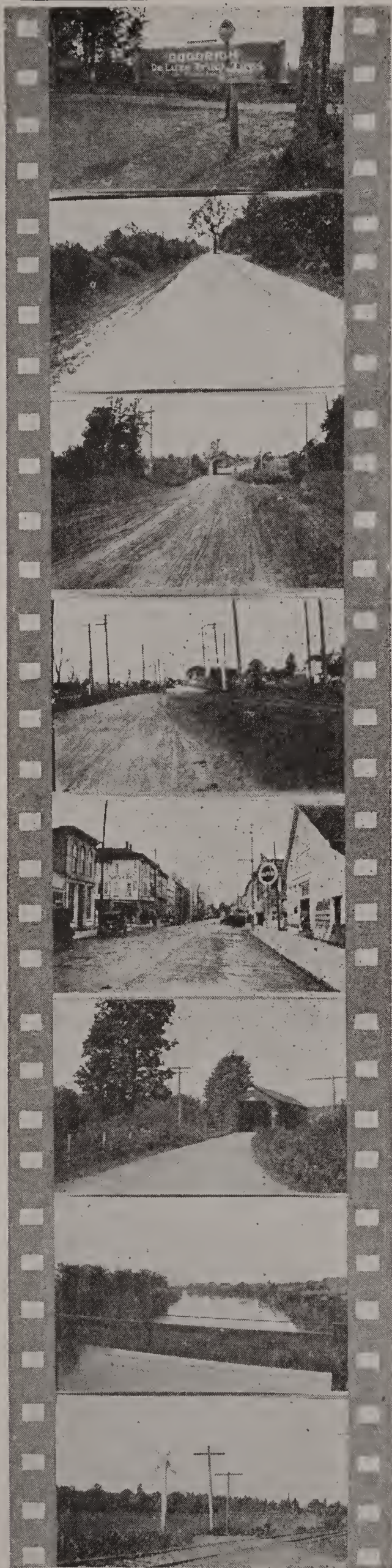
Between Oregon City and New Era are beautiful vistas of the Willamette. New Era has extensive peach orchards, which have given the name of "Peach Blow Curve" to a bend in the river at this point. At Canby there is a remarkable view of Mt. Hood, fifty miles to the east. At HUBBARD, in a grove of evergreen trees, is a mineral spring with waters of medicinal properties.

On the sky-line to the east, Mt. Hood and Mt. Jefferson rise high above the foothills. In this district extensive loganberry fields are to be seen. The loganberry was produced by crossing the red raspberry with the California blackberry. Not only are the dried logans in great demand, but loganberry juice is becoming increasingly and deservedly popular.

Salem, Oregon

Salem, the State capital, is essentially a home city. It was settled in 1834, by Jason Lee and other missionaries. Willamette University at Salem is one of Oregon's pioneer schools. To the west, as the train enters the city, may be seen the Capitol and the Supreme Court Building. To the east, a mile or more distant, are located the Oregon State Hospital and the State Penitentiary.

As the route leads southward through Turner there is an unobstructed view of Mount Jefferson and Three Sisters, about sixty miles to the eastward. In early summer this whole valley is carpeted with a profusion of wildflowers, and the brilliant



Entering
Albany

Road near
Albany

Near Albany

22.5 Albany

ALBANY

1.8 Beyond
Albany on
Pacific
Highway

Bridge over
Willamette
River

2.2 RRX

plumage of Chinese pheasants add charm to the scene. Near Jefferson the road crosses the beautiful Santiam River, one of the chief tributaries of the Willamette.

Albany, Oregon (Population 5,500)

Albany, "the city of churches," is on the Willamette River at the mouth of the Calapooya. It is the county seat of Linn County and is the commercial center of a large and prosperous farming district.

Corvallis, Oregon (Population 5,900)

Corvallis is ten miles west of Albany. It is the county seat of Benton County. The Oregon Agricultural College at Corvallis is one of the largest institutions of its kind in the United States and has done great service for Oregon and the entire Northwest.

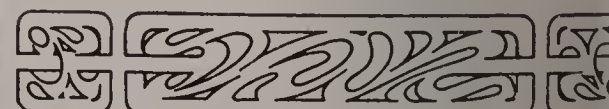


ALBANY, OREGON

HIGHWAY GARAGE

Supplies, Repairs, Road Data
Accessories, and the Most
Cheerful and Courteous
SERVICE

WHY LOOK ELSEWHERE
First and Baker Sts.



8 Beyond
ALBANY

9

9.2 Road
sign10
CORVALLISCORVALLIS
Blackledge's
Store

Eugene, Oregon

Eugene is the county seat of Lane County and location of the University of Oregon. The city is substantially built, with good hotels, neat business streets and fine residences. It is an important shipping point for manufactured lumber and farm products. The University buildings and campus are seen south of town directly west of the track.

Eugene is the starting point for good hunting and fishing grounds in the foothills of the Cascades. The

McKenzie River joins the Middle Fork of the Willamette River three miles southeast of the city, and with smaller mountain streams and lakes in the foothills the region affords excellent sport.

Eugene is a city worth stopping over a day or a week or more to see. Its very evident air of prosperity and business activity, its exceedingly well regulated civic affairs, and its beautiful shaded streets kept so immaculate that even the approach to every garage lacks the usual trail of oil drippings, all these indicate to the tourist a city where life is made worth living.

And the indications are not misleading. Many a city with but a tithe of the natural attractions and advantages of Eugene and its wonderful surrounding country, would get out a most lavish and highly colored book or brochure setting forth the allurements of the community to the outside world. Eugene, however, takes another course; the Commercial Club is more concerned in taking care of the tourists and homeseekers that even now tax her hospitality to the limit, than in attempting to make a sort of Coney Island of their beautiful city. Of course, Nature has been kind to Eugene. She emptied one of her cauldrons of molten rock near the river a few odd millions of years ago, and it but remained for the Eugene people to set up a reservoir on this chunk of basalt, scratch the surface a bit and plant a few growing things, start a few Fresno scrapers in a "Here we go

CORVALLIS, OREGON

Here the road to Newport Beach diverges from the Pacific Highway.

Full details of all roads at Hotel JULIAN or RICKARD'S Garage.



00 Park. R
CORVALLIS



9th and Van
Buren,
CORVALLIS



0.2
Free Park,
Corvallis



0.4 Julian
Hotel,
Corvallis



0.4 Corvallis
Garage



0.5 Jefferson
R. Corvallis

CORVALLIS,

OREGON

HOTEL JULIAN

Corvallis, Oregon

90 ROOMS—25 WITH BATH

EUROPEAN PLAN

Second and Monroe

CORVALLIS,

OREGON

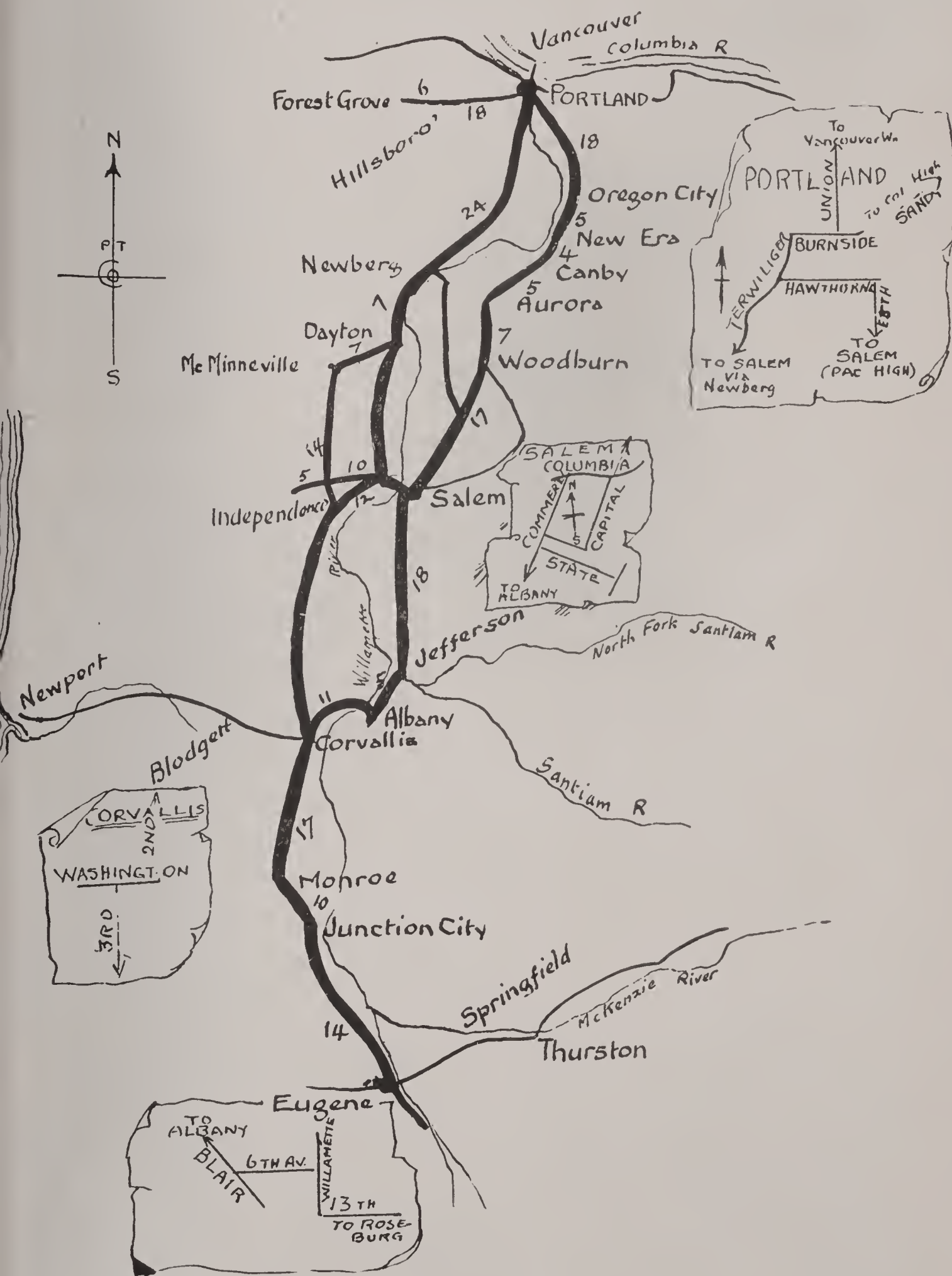
RICKARD'S GARAGE

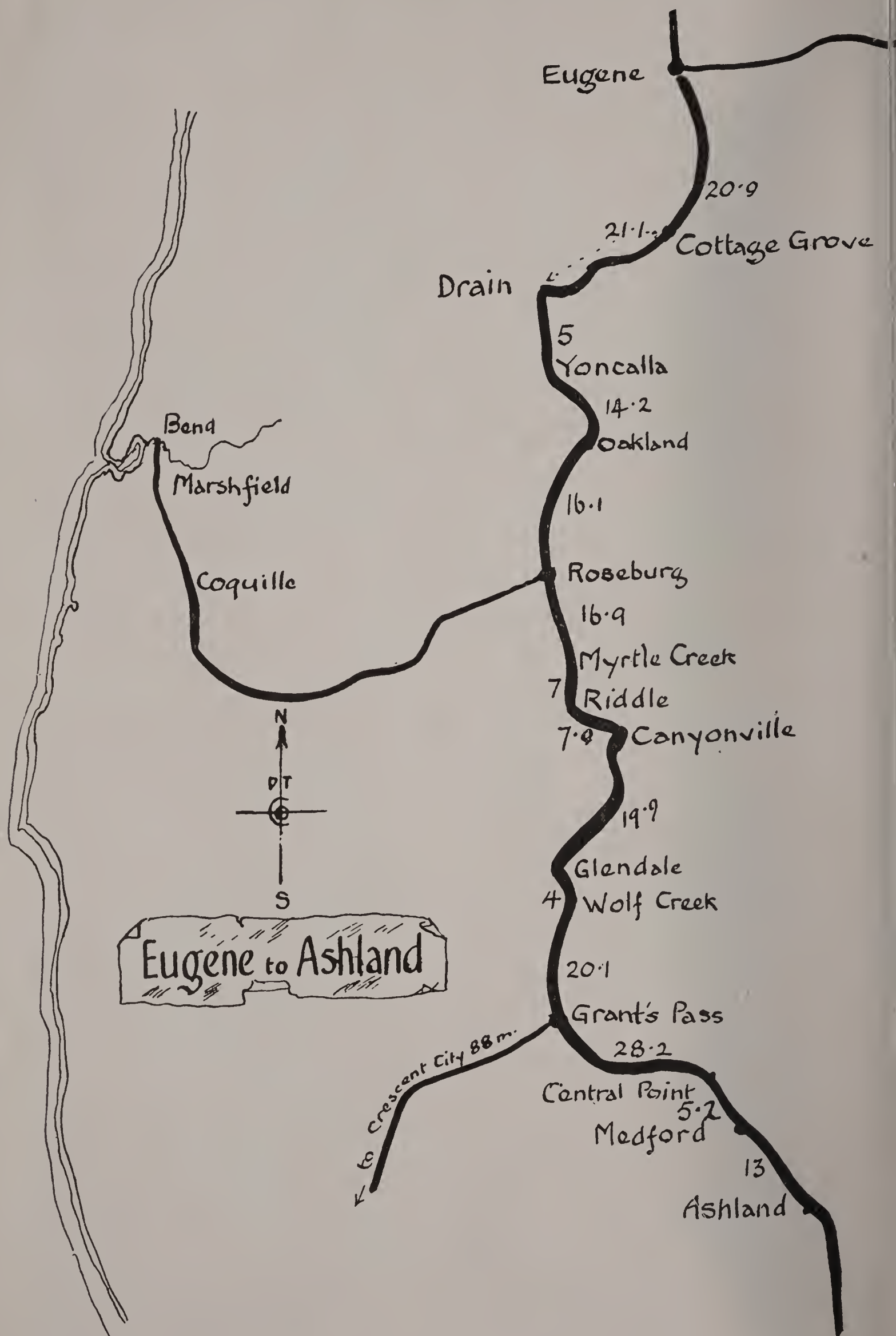
Everything for
Automobiles

Second and Van Buren

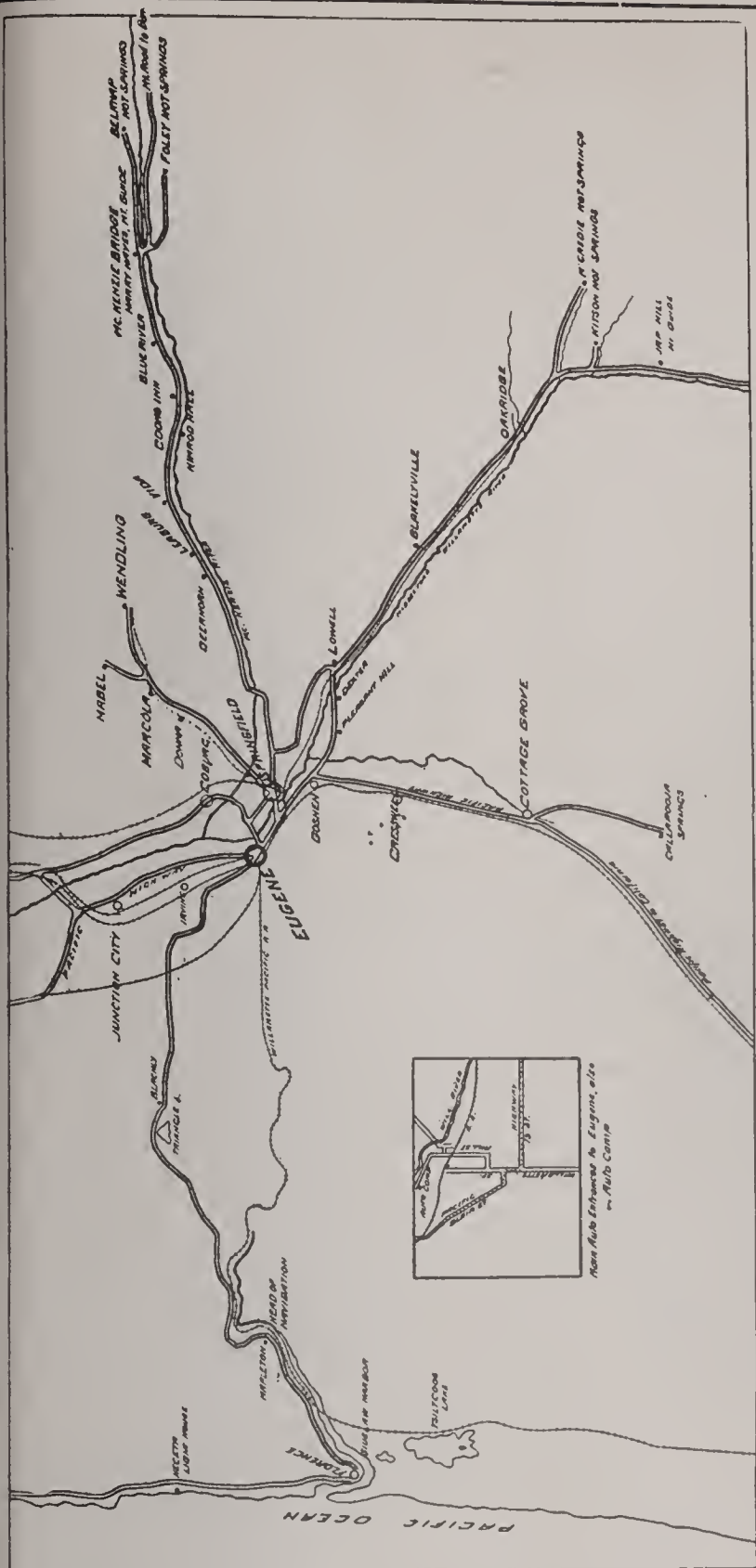
Telephone 2319

Portland to Eugene, Ore





OREGON



FORD SERVICE

CENTRAL AGENCY

Seattle, Wash.

Goodpasture Buick Agency

Elks' Building

All things that belong
to a motor car, and
SERVICE
up to the minute.

**B. F. Goodpasture,
Prop.**



EUGENE,

OREGON

CAMPING GROUNDS AT Belknap Springs

the most famous resort
on the McKenzie River.
Sixty miles from Eugene
on the McKenzie - Bend
Highway.

Tourists to California
should take this route for
the finest scenery.

BELKNAP SPRINGS
(chalybeate) are famous
for healing properties.

Swimming Pool
Excellent Table

Every Home Comfort and
the real

**OUTDOOR
LIFE**

H. B. SLOAN, Prop.

EUGENE,

OREGON

E. C. SIMMONS GARAGE

Conveniently Located
Expert Repairing

All mechanical adjust-
ments made with
absolute pre-
cision.

FIREPROOF STORAGE
OIL, GAS, SUPPLIES
VULCANIZING
RETREADING

Bring all your Motor
worries to us.

E. C. SIMMONS, Prop.



13th Ave.
Eugene



EUGENE
High Sch.



Fire House




Sweet-Drain
Auto Co.



Goodpasture
Store



EUGENE



EUGENE
P. O.



EUGENE
City Hall

EUGENE,

OREGON

The SWEET-DRAIN AUTO CO.

On the main route
of the
PACIFIC HIGHWAY

Our SUPERIOR SERVICE is recognized and appreciated by the most particular people.

AND our whole business organization is kept up to the HIGH STANDARD of our automobile service.

No MATTER WHAT YOU NEED, come to us first.

You will be treated with the utmost courtesy; we do not discriminate, but treat all our clients as well as we know how.

And We Know How.

Photomobile Tourists
always welcome.



EUGENE
from park

EUGENE
City Camp
Ground

EUGENE
R. R. Sta.

EUGENE
Willard
Hall

EUGENE
Adminis-
tration
Building

13th Ave. L

2.2 Asphalt

3 RRX

EUGENE,

OREGON

HOTEL OSBORN

A modernly equipped
comfortable hotel cen-
trally located.

We are justly proud
of our large clientele
among

AUTO TOURISTS

Everything strictly
up to date.

Rates reasonable.

W. F. OSBORN, Prop.

7.4 RRX

8

9.8

11.2

14.5

16.2 RRX

17.6

round the mulberry bush" spiral on the hill side, and Hey Presto, there was a natural park, an "Inspiration Point," a water supply, a coign of vantage from which to display the fertile acres of the valley, and a good little auto road from base to summit.

Of every ten tourists passing through Eugene, it is safe to say that five stay longer here than they planned. And THE TOURIST IS SOME JUDGE.

Cottage Grove, Oregon

A few years ago, the country between Eugene and Cottage Grove was a forest of fir. Now it is a beautiful fruit growing district, apples, peaches and prunes predominating. The green pastures sustain many flocks of sheep. The town is the trading centre for the Bohemia mining district, sixty miles east. Calapooya Springs are twelve miles east of the town.

The Calapooya mountains are crossed south of Cottage Grove at Divide, and the drainage basin of the Umpqua river is entered.

Oakland, Oregon

This is noted as being one of the largest turkey shipping points in the United States. Sutherlin, a growing agricultural town, is four miles beyond, at the end of the Sutherlin Valley.

Roseburg, Oregon

This is known as "The City of Roses," for it is said that more roses are grown here than in any city of its size in the world. Whatever truth there may be in this broad assertion, it is certain that one can find roses growing in the yards of some of



COTTAGE GROVE

21

22.1

23

25.6

21

25.8 L.

26.5

the Roseburg residences every month of the year.

Roseburg is an attractive up-to-date city, beautifully situated on a bend of the Umpqua River, in the midst of orchards, berry farms and dairy ranches, encircled by rounded and timbered hills. Trout fishing in the river and its tributary streams is excellent.

The famous, or infamous Cow Creek canyon, until recently the despair of motorists, is being rapidly brought into submission, and the highway now being completed will afford some of the grandest scenery in the state.

This picturesque ravine is held within steep walls which rise sometimes to a height of a thousand feet above the tumultuous stream. The hillsides are covered with a dense growth of fir and pine intermingled with laurel and madrone. Few mountain regions are more wild or charming than this, and the silence of the forested wilderness, broken only by the music of the waters in their rocky bed below, brings to one the realization that he is really back to nature. The stream comes down in long successions of rapids, and anglers find rare sport all along its course. West Fork, twenty-three miles up the canyon, is a favorite place with sportsmen. From here hunting parties set out for the big game country.

Medford, Oregon

This city is justly famous as the great shipping point for the Rogue River Valley district. Rogue River apples and pears are famous the world over, and the fruit

38.1 R.

39.2

39.8

DRAIN

DRAIN

Drain R.

Drain L.

industry is so enormous that it is no surprise to find Medford a modern, enterprising city with splendid buildings, wide streets, and whatever goes to make an up-to-date commercial entrepot.

But aside from the fruit growing business, Medford has plenty of support. It has grown so rapidly and has been planned so well that it has become a natural commercial centre for every commodity.

And as a tourist stopover point, it has much to commend it.

The city has laid out, too, an elaborate auto park, fitted with every modern convenience. The fact is, whatever civic improvement is found to be advantageous in other and larger cities, is almost immediately adopted by Medford. The enterprising citizens of Medford are determined to be in the van of progress.

From this point and Ashland, a few miles south, the tourist starts for Crater Lake.



Concrete for Permanence"



44.8
YON-
CALLA

Leave
Yoncalla

46.2

48.3

49.6

50.4

50.8

52.6

CRATER LAKE NATIONAL PARK

Crater Lake National Park is in southwestern Oregon on the crest of the Cascade Range, sixty miles north of the California line, midway between San Francisco and Portland. It contains 45 square miles. The elevation varies from 5,000 to 9,000 feet above sea level. The Park is a broad and timbered plateau surmounted by numerous volcanic peaks, among them Scott Peak, Timber Crater, Desert Cone, and Cone, Crater Peak and Unicorn Peak. Crater Lake, wonderful and mysterious, lies in the midst near the center of the Park, and is, as its name implies, a lake in the extinct crater of a volcano. It was not discovered by white men until 1853, and today is recognized as one of the greatest of scenic and most striking of geologic spectacles.

All of our great national play-grounds have their distinctive beauties; each is different in great measure in the sublimity and attractiveness of its natural grandeur but Crater Lake stands alone in this: that all likeness to any familiar landscape here ceases.

Other lands have their crater lakes—Italy, India and Hawaii—and there are some craters in this country that contain miniature lakes; but there is only one really great caldera of this kind in the

53.8

55.5

60
OAKLAND

61.3 L.

62.9 R.
Leave
Oakland

66

world—only one immense basin apparently formed through the complete melting by intense heat of the entire core of a great volcano and the falling in and utter disappearance through subterranean caverns of its massive bulk.

That perpetual desolation—the nightmare of a Dante—should follow such a cataclysm would be expected; that aeons of time and the mystical workings of Nature have transformed the devastation to a dream-picture, will be a continual boon to the sightseer.

The titanic convulsion that formed this remarkable beauty-spot no human eye witnessed. Geologists have concluded that ages ago, in the great chain of volcanic mountain peaks which today extends from Washington to California—among them Mt. Rainier, Mt. Hood, Mt. Adams, Mt. Jefferson, Three Sisters, Mt. McLoughlin, Mt. Shasta and Lassen Peak — there towered one, which has been called Mount Mazama, that may have topped the tallest of its fellows. Judging from the pitch of the remnants of its outer slopes, scientists conclude with reasonable certainty that, if reconstructed, its snow-clad peak would rise from seven to eight thousand feet above its broken rim. Mazama stands today an uncrowned king, shorn of its diadem of



■ Civic
Camping
Ground



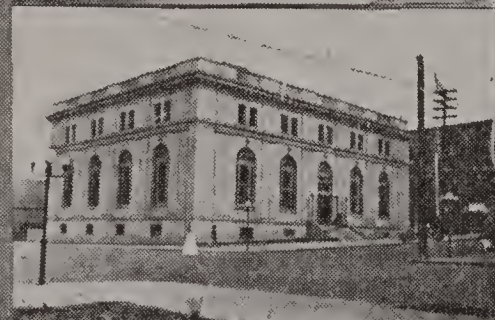
City Hall
and Fire
Station



City of
ROSEBURG



High School



Post Office



Pacific
Highway
Exit



1.0
Macadem
Road
Down Grade



4.0
Macadem
Road
Down
Grade

burning gold and glittering silver, yet holding within its heart a treasure the rarest in the world — a beautiful lake, the deepest of all lakes with waters the bluest of all waters. And this is Crater Lake!

First View of Crater Lake and Its Brilliant Coloring

The first sight of Crater Lake is well-nigh bewildering. Unless looked into from the rim it is invisible. Wonderment at the height and steepness of its encircling cliffs succeeds the first astonishment; admiration of the loveliness of its coloring next entralls the beholder; the sequence of impression. Its unique beauty lies in a small measure in its coloring, the brilliance of which if reproduced in painting or print would seem exaggerated and impossible to those who have not seen the reality. Nowhere else is there such a azure. One feels that a glass of its water would show blue as if stained with cobalt, but it is clear as crystal and as pure. The deeper parts are a brilliant ultramarine, shading to turquoise in the shallower reaches, and to light jade green in the few indented coves around the shore. A hundred feet down the glaze of a plate is plainly discernible. The surroundings help the brilliance of the blue; the rocks are of metallic hues; the peaks of the

4.4
Macadem
Road Level

5.0
CALDERA
Macadem
Road Level

6.1
Hard Gravel
Rolling

8.0
Hard Gravel
Up Grade

10.0
Hard Gravel
Rolling

12.0
Hard Gravel
Rolling

12.6
Hard Gravel
Rolling

13.4
Hard Gravel
Steep
Up-Grade

rim are often snow covered; the lava gray of the steep scarred walls is mottled and splotched with bright yellows and reds, markings left by volcanic action long ago, and always there is the dark green of the pines and firs and shrubs that grow on these declivities wherever they find root-hold. The waters are usually placid, gleaming as though glazed by the sun, and in this mirror of Nature the reflections stand out with astounding distinctness.

Of this feature of Crater Lake, Joaquin Miller wrote: "Fancy a sea of sapphire set about by a compact circle of the grizzly rock of Yosemite. It is great, great; but it takes you days to see how great. It lies 2,000 feet under you, and as it reflects its walls so perfectly that you cannot tell the wall from the reflection, in the intensely blue water, you have a continuous unbroken circular wall of twenty-four miles to contemplate at a glance, all of which lies 2,000 feet, and seems to lie 4,000 feet, below. Yet so bright, so intensely blue is the lake that it seems at times, from some points of view, to lift right in your face."

Trail From Crater Lake Lodge to Eagle Cove

A new trail of very easy grade has been constructed, leading from the rim at Crat-



14.0
Hard Gravel
Down Grade

15.0
Myrtle Creek

18.0
Hard Gravel
Rolling

20.1
Hard Gravel
Straight
Ahead

22.0
Hard Dirt
Rolling

22.6
Hard Dirt
and Rolling

25.6
Hard Dirt
and Rolling

27.1
Canyonville

er Lake Lodge to the water at Eagle Cove, a descent of about 1,000 feet and a little over a mile in distance. Horses and burros can be used if desired, but the long grading of the trail makes the walk delightful, the accessibility of the lake adding greatly to the enjoyment of visitors. This charming walk zigzagging in easy stretches down the heavily timbered slope, contrasts strangely with the belief expressed by the party of explorers who discovered the lake, that "its shore-line would never be touched by the foot of man. But when you consider that an eighteen-foot launch crossing the lake is harder to 'spot' than an aeroplane flying 3,000 feet overhead, and that a rowboat is undiscernible, some idea may be had of the beliefs and disbeliefs that Crater Lake readily suggests.

Launch Trips—A Cruise Around the Lake

At Eagle Cove, motorboats and rowboats are provided for boating or fishing parties; guides are also available for those who desire them.

Trips to Wizard Island are made by launch on regular schedules daily, and special trips can be arranged for, by the hour, skirting the Phantom Ship and nearby cliffs.

The striking features of the crater's rim can best be seen by making a circuit of the lake along its edge. It

27.5

28.3

29

31 R

32

32.1

33.3

34

reveals in a thousand changes the twisted and contorted lava formations, and is a moving picture of twenty-five miles of nature's wierdest film. This close-up view of the aftermath of Mazama will never be forgotten.

From Eagle Cove the launch heads east, rounding Eagle Point, with Garfield Peak towering high overhead, then crosses Chaski Bay, where Vidae Cliff rises 2,000 feet above. Just beyond, Dutton Cliff looks from its dizzy height on the Phantom Ship, the launch skirting its sculptured sides with its maze of lava rigging.

But what strange sights have been unfolded in this half-circuit of the lake! Where can their like be seen? Contorted, twisted shapes—the deformity of nature in its every phase. Dark caverns piercing flame-scorched walls that over-hang in jagged masses streaked with charred reds and sulphur-yellows; gorges packed with winter snows that gleam like diamonds in jet settings—snows unmelted since their fall, with solid ice foundations, for sunshine has never reached their rock-bound depths. And all around them is the bright green glaze of needled pine boughs, drooping and waving in the breeze from trunks that slant at every angle—the growth of centuries

Ashland, Oregon

"The Lithia City"

By L. D. MOWAT

If, dear tourist, you must hurry through to make some scheduled point; if you must arrive in San Francisco before the boat sails or in Portland before your cousin is married, turn off the Pacific Highway before you strike Ashland and take the dirt road that winds its way along hills on the North Side of the valley. It's longer, but a time saver if you are in a hurry. You won't be able to resist wasting a few hours or at least some valuable minutes if you stick to the pavement and run up against the attractions which Ashland offers to lure you from the straight and narrow road.

You will "stick to the pavement and take a chance" you say.

All-right friend, other have tried it and failed.

Listen just a minute, and let me tell you of the snare which nature has set in Ashland to lure you into idling here.

A sixty acre natural park where a striving municipality found that half a million dollars could do little to make more beautiful a gem of natural beauty where old Mother Nature must have spent

48 Camp
Ground

GLENDALE
L

49.5 L

50.8

51

51.8

55.3

56.5 R

57

57.3

57.7

58.7

59.6

61.2
WOLF
CREEK

61.4 R

63.7

the hours when the inspiration of artistic creation was swaying her during the last half-million years. In this park, and within a block of the Pacific Highway, may be found great bubbling springs of a palatable soda water, a wonderfully medicinal Lithia water the like of which exists in but one other known spring in the New World, and a soft and drinkable cold sulphur. A riot of woodland beauty, tumbling waterfalls, clear, ice-cold springs of pure water, lakes and ponds and flowers and shade.

At night hundreds of electric lights strung in the trees make the park a fairyland even more beautiful than by day.

And did you say you had your camping outfit along—the “original” free auto-camp of the Pacific Coast. But shucks, if you are camping of course you have had fellow wanderers of the great highway tell you to “be sure and camp at Ashland.” Last year an average of forty cars a night stopped with us and all of them tell us the Lithia park camp is the best on the Pacific Coast. Maybe that camp you stayed in night before last seemed pretty nearly like the best you have ever run into, or maybe it is the camp that you have at home, we won’t argue with you but just invite you to turn off the high-

way at the little Plaza in the center of town and drive straight through Lithia park to the auto-camp. Pick out the shadiest nook you can find, put a pot of coffee on the gas plates you will find, and stay as long as you like.



Entrance to Lithia Park,
Ashland, Oregon.

If you have the kiddies along, they will find the wading pool, the children's playground with its swings and slides and the young lady to see that little Johnnie doesn't take too many chances by coming down the slide head first. You will find your way through the park to the mineral springs near the big band-stand where perhaps a concert is going on. You will find the sulphur water in just the kind of cave

used to dream about when you were young. Perhaps you will wander down into town and see a movie in the pretty Vining theatre, have a little bite or a dish of cream at one of the confectioners, maybe be in a dance if you are young and your feet just won't behave when the jazz band plays. Then, before we forget it, there is the jitney which runs from the auto-camp to the Sulphur Natatoriums of the city. There are two of these, the largest sulphur plunges on the coast, and here you can have a tub, a shower, a swim, or all three for a small



In Free Auto Camp, Lithia Park, Ashland, Ore.

ice. Most everybody finds either the Natatorium, which is near the center of town and within a short strolling distance of either hotels or auto-camp, or Helman's baths, which is out a little further and has a shady park which invites a picnic lunch, soon after getting in from a busy day's drive.

If you aren't camping, there are hotels where you will be treated right.

"Have you still got that 'hurry on' bug?"

Let's put it up to you this way:

IF YOU CAN STAY FIFTEEN MINUTES

Turn off Pacific highway at the Plaza in the center of town and drive around the lower park which opens off the plaza. One block up you will find the soda and lithia spring. Stop and drink your fill. Mixing 'em doesn't hurt. The sulphur water is in "Satan's Sulphur



Falls in Lithia Park, Ashland, Ore.

Grotto," which may be reached on foot in three minutes from the other springs. Take this walk on up, following the creek through the park. Return to your car and drive on up the main park driveway, past the enclosure where the Elk are grazing, turn into the auto-camp and drive right on through and back to the Pacific highway along the drive which winds along the hillside of the park.

Ere, near the "end o the trail," after you have seen the wonders of the Northwest, we bid you

BON VOYAGE

in the full knowledge that your eyes are set to the South, to California, the Land of Heart's Desire, where "every month is June."

Before you, just a few short miles along the splendid highway from Ashland, loom the Siskiyou, and "over the top" is the sun-kissed state of the Argonauts.

It needs but California to round out the scenic wonders of the Pacific; and it will make a fitting termination of your tour of the great West, to drive over the Pacific Highway through California to the Mexican border.

The roads of California are perfect, their direction well posted.

Combined with the three states you have already toured, California presents its quota of the Pacific Coast Paradise.

VALEDICTORY

YOU have seen in your tour through the Northwest some of the world's wonderland; no matter what kind of scene most appeals to you, it is here. From the busy hum of cities striving to keep pace with and be part of the progress of the period it is a far cry to the glacial wildernesses of the world's yesterday; yet these extremes and a legion of different thrills in between, you have known during your travels through these three great states.

Before you, for your eyes are turned to the South, loom the Sierran peaks, just a few miles away by the splendid highway where we leave you, and "over the top" is California, the Land of Heart's Desire, where "every month is June."

The great Douglas firs you have seen in Oregon will give place to the giant Sequoias of Yosemite; the Washington pine will be supplanted by the stately palm; the inimitable waterways of Puget Sound and the Columbia will be offset by magnificent roads everywhere. Everything is different, everything has its own peculiar charm in the golden state of the Argonauts.

Yet California is but another part of the great West: the Pacific Coast knows no state or county lines. It is a region where every prospect pleases, where every desire may be realized.

At this point you will revert to the first time you opened the pages of the Photomobile Tourist. You remember the misgivings you had as to its value and interest. You remember your attention being called to its intrinsic merit as a pictorial record and souvenir of your trip.

After you have used it, has it not vindicated our claims?

Other volumes covering other states are in preparation. You have become interested in this Northwestern number, and we would like to send you advance notices of the further developments of the system of which this book is the foundation.

So, at the border of the Golden State we bid you adieu; You are, as you know, eligible to membership in the Photomobile Tourist Association. In the assurance that you will take advantage of the offer, let us say our address is in the book, and the "string is on the latch."

Fraternally,

THE PHOTOMOBILE TOURIST CO.

PHOTOMOBILE TOURIST ROUTE MAPS

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= MILEAGE CHART =

	ABERDEEN	BELLINGHAM	CENTRALIA	ELLENSBURG	EVERETT	GOLDENDALE	M'VERNON	OLYMPIA	PT. ANGELES	SEATTLE	SO. BEND	TACOMA	VANCOUVER	WENATCHEE	YAKIMA
ABERDEEN		227	59	232	155	266	199	50	153	123	122	82	154	271	278
ASTORIA, ORE.	280	328	125	332	256	208	300	151	277	224	180	183	94	371	377
BELLINGHAM	227		203	222	72	338	28	197	303	104	266	145	298	260	267
BLAINE	252	25	228	247	97	463	53	222	328	129	291	170	323	285	292
BOISE, IDAHO															
BURLINGTON	203	24	179	198	48	314	4	153	279	80	242	121	274	236	243
BUTTE, MONT.	804	793	779	605	712	703	765	754	880	689	844	722	815	533	627
CENTRALIA	59	203		207	131	207	175	26	152	99	63	58	95	246	253
CHEHALIS	63	207	4	211	135	203	179	30	156	103	59	62	91	250	257
CHELAN	311	310	286	112	219	269	272	194	387	196	350	229	382	40	158
CLE ELUM	204	193	179	28	112	185	165	154	280	89	243	122	275	67	74
COLFAX	509	498	484	293	417	284	470	459	585	394	548	427	390	238	247
COLVILLE	523	52	498	324	331	442	484	473	599	408	562	441	534	252	346
COULEE CITY	340	329	315	141	248	298	301	290	416	225	379	258	411	69	163
COUR D'ALENE	480	489	455	281	388	379	441	430	556	365	519	398	491	209	303
DAVENPORT	408	397	383	209	316	366	369	358	484	293	447	326	479	137	231
DAYTON	460	447	435	226	366	217	419	408	534	343	496	376	329	297	180
DARRINGTON	214	84	179	198	58	324	56	163	289	90	252	131	284	237	244
ELLENSBURG	232	222	207		140	157	194	182	308	117	270	149	269	72	46
ELMA	22	209	37	210	133	244	177	28	131	101	100	60	132	249	256
EVERETT	155	72	131	140		266	44	105	231	32	194	73	226	179	186
ENUMCLAW	107	164	83	151	74	308	118	60	186	42	149	28	181	190	197
EPHRATA	316	305	301	84	224	241	277	266	392	201	351	233	353	58	130
EUGENE, ORE.	299	450	257	454	378	264	432	273	399	346	302	305	152	494	375
FALLS CITY	136	125	111	96	44	253	97	86	212	21	175	54	207	135	142
GOLDENDALE	266	338	207	157	266		350	233	359	274	262	265	112	229	111
GREENWATER	128	185	104	172	95	329	139	81	207	63	170	49	202	211	218
HOOD RIVER	223	374	171	207	302	50	346	197	323	270	226	229	76	279	161
HOQUIAM	3	230	62	235	158	269	207	53	156	126	125	85	157	274	281
INDEX	197	104	165	182	42	308	86	147	273	74	236	115	268	221	228
KALAMA	118	266	63	270	194	144	238	89	215	162	118	121	32	309	315
KENT	105	122	81	126	50	284	94	55	181	18	144	23	176	166	173
L'KE CUSHMAN	73	223	72	227	151	279	195	46	96	119	135	78	167	267	274
L'KE CRESCENT	166	326	175	330	244	382	298	149	23	222	238	181	264	370	377
LK KEECHELUS	173	162	148	59	81	216	134	123	249	58	212	91	244	98	105
LONGMIRE	148	211	124	215	139	266	183	98	224	107	187	63	219	255	262
LEWISTON	522	546	530	286	463	278	518	470	596	440	558	438	391	284	242
LAURIER	568	557	543	369	376	467	529	518	644	453	607	486	579	297	391
LOS ANGELES	1474	1599	1391	1622	1527	1402	1571	1424	1550	1495	1447	1454	1297	1658	1668
MARYSVILLE	165	62	141	150	10	276	34	115	241	42	204	83	136	189	196
MARBLEMOUNT	248	69	224	243	93	359	49	198	324	129	287	166	319	281	288
MABTON	323	312	298	91	231	66	284	273	399	208	361	241	178	163	45
MISSOULA	659	648	634	460	567	558	620	609	735	542	689	517	670	388	482
MOCLIPS	29	256	88	261	206	295	228	79	182	152	151	111	183	300	307
MONTESANO	12	216	47	220	165	254	187	38	141	111	110	70	142	259	266
MORA	207	367	216	371	285	423	339	190	64	263	279	222	305	411	418
MORTON	144	207	46	211	135	229	179	72	198	103	101	62	117	251	258
M'VERNON	199	28	175	194	44	310		149	275	76	238	117	270	232	239
NEMAH	130	284	87	298	212	280	256	107	233	180	18	139	168	328	334
NEWPORT	495	484	470	296	403	394	456	445	571	380	534	413	506	224	318
NO BEND	144	133	119	88	52	245	105	94	220	29	183	62	215	127	134
OLYMPIA	50	197	26	182	105	233	149		126	73	89	32	121	221	228

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= MILEAGE CHART =

	ABERDEEN	BELLINGHAM	CENTRALIA	ELLENSBURG	EVERETT	GOLDENDALE	M. VERNON	OLYMPIA	PT. ANGELES	SEATTLE	SO. BEND	TACOMA	VANCOUVER	WENATCHEE	YAKIMA
OCOSTA	17	244	76	249	172	283	216	67	170	140	18	99	168	288	295
OROVILLE	412	401	387	213	320	370	373	295	488	297	451	330	483	141	259
OKANOGAN	364	353	339	165	272	322	325	247	440	249	403	282	435	93	211
PASCO	378	367	353	145	286	136	399	328	454	263	416	296	249	218	100
POMEROY	487	474	462	253	393	244	446	435	561	370	523	403	356	319	207
PT. ANGELES	143	303	152	308	231	359	275	126		199	215	158	241	347	354
PT. TOWNSEND	119	279	128	283	197	335	257	102	48	175	189	134	223	323	330
PORTLAND	155	306	103	310	234	120	278	129	255	202	158	161	8	350	231
PARADISE INN	162	225	138	229	153	280	197	112	238	121	201	80	233	269	276
PENDLETON	474	461	449	240	164	231	433	422	548	357	510	390	330	312	194
PE ELL	89	233	30	237	161	229	205	56	182	129	33	88	117	276	283
PIERCE'S	87	237	94	241	165	293	209	60	66	133	147	92	181	281	288
PROSSER	335	324	310	103	243	94	296	285	411	220	373	253	206	175	57
PULLMAN	525	516	500	309	433	300	488	475	601	410	564	443	412	254	263
QUILCENE	94	254	103	258	172	310	226	77	49	150	164	109	198	298	305
QUINAULT	54	276	108	286	209	320	258	104	207	177	176	136	208	325	332
RAYMOND	119	263	60	267	191	259	235	86	212	159	3	118	147	306	313
RENTON	114	117		118	45	275	89	64	190	18	153	32	185	157	164
ROSALIA	481	470	456	282	389	312	442	431	557	366	520	399	442	210	304
ROSEBURG	374	525	332	529	453	339	507	348	474	421	377	380	227	569	450
SEATTLE	123	104	99	117	32	274	76	73	199		162	41	194	156	163
SEDRO WOOLLEY	207	28	183	202	52	318	8	157	283	88	246	125	278	240	247
SALEM, ORE.	209	360	167	364	288	174	342	183	309	256	212	215	62	404	285
SACRAMENTO															
SAN FRANCISCO	1195	1220	1012	1231	1148	1125	1192	1045	1171	1116	1209	1065	910	1279	1145
SAN DIEGO	1609	1734	1526	1757	1662	1537	1706	1559	1685	1630	1582	1589	1432	1783	1793
SCENIC	223	140	191	208	68	334	112	173	299	100	262	141	294	247	254
SHELTON	48	198	47	202	126	254	170	21	105	94	110	53	142	242	249
SNOHOMISH	161	81	140	149	9	275	53	114	240	41	203	82	235	188	195
SNOO PASS	167	156	142	65	75	222	128	117	243	52	206	85	238	104	111
SO. BEND	122	266	63	270	194	262	238	89	215	162		121	150	310	316
SPOKANE	447	436	422	248	355	346	408	397	523	332	486	365	458	176	270
SUMAS	252	25	228	247	77	363	53	222	328	129	291	170	323	285	292
SUNNYSIDE	315	304	290	83	223	74	276	265	391	200	353	233	186	155	37
STEVENSON	193	364	141	358	272	66	316	167	293	240	196	199	46	295	177
ST. PAUL															
TACOMA	82	145	58	149	73	265	117	32	158	41	121		153	189	196
TENINO	64	191	12	195	119	219	163	14	140	87	75	46	107	235	242
VANCOUVER	147	298	95	269	226	112	270	121	247	194	150	163		342	223
VANCOUVER, B.C.	285	58	261	280	130	396	86	255	361	162	324	203	356	318	325
VANTAGE	265	254	250	33	173	190	226	215	341	150	300	182	302	84	79
WALLA WALLA	429	416	404	195	335	186	388	377	503	312	465	345	298	267	149
WENATCHEE	271	260	246	72	179	229	232	221	347	156	310	189	342		118
WATERVILLE	298	287	263	99	206	256	259	248	374	183	337	216	369	27	145
WASHOUGAL	165	316	113	330	244	94	288	139	265	212	168	171	18	323	205
WILBUR	377	366	352	178	285	335	338	327	453	262	416	295	448	106	200
WINLOCK	78	222	18	225	150	188	194	44	170	117	77	76	77	263	270
YAKIMA	278	267	253	46	186	111	239	228	354	163	316	196	223	118	

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